

AD 729 414

HIJACKING

Selected Readings

Bibliographic List No. 5

July 1971

Department of Transportation

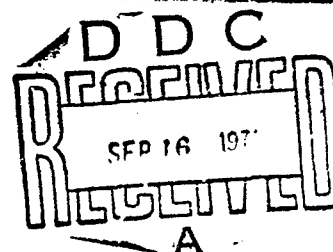
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INTRODUCTION

In the late summer of 1963, the final act of the International Conference on Air Law[#] was held in Tokyo, Japan. It was held under the auspices of the International Civil Aviation Organization.

This conference on Air Law came about because of the need for explicit laws and regulations that deal with the crime of "Air Piracy".

The hijacking of aircraft has been an acknowledged crime for many years. From 1930 to 1961, there were approximately thirty-three international hijackings.

In the summer of 1961, the number of incidents began to rise alarmingly until by the close of 1969, there had been one hundred eighty-nine incidents reported^{##}.

In June of 1969, the Federal Aviation Administration Headquarters Library published a bibliography entitled: Hijacking, selected references, Bibliographic list No. 18. It was a selected annotated list covering the years 1961 through 1969.

Interest in air piracy became more pronounced when the hijackings began to have a political significance. Passengers held for ransom of political prisoners created an international crisis and required the nations of the world to formulate some definite plans of action to bring air piracy to an end.

[#] ICAO - International Conference on Air Law, Tokyo. August-September 1963.

Volume I	Minutes (Doc. 8565-LC/152-1)	\$6.75
Volume II	Documents (Doc. 8565-LC/152-2)	\$5.00

Source: ICAO

International Civil Aviation Organization
(Attention: Distribution Officer) International Aviation Building
1080 University Street, Montreal 101, Quebec, Canada

^{##} See Item #263.

This bibliography is an attempt by the Department of Transportation, Bianch Library, to bring the literature up to date.

e. bibliography
This is a selected, partially annotated listing of journal and newspaper articles, books, reports, and congressional documents on the subject of *aircraft hijackings (air piracy)*. The
Time Covered: February 1969-December 1970.

Arrangement: Chronological; subject index.

Sources Consulted:

AIR UNIVERSITY LIBRARY INDEX TO MILITARY PERIODICALS, v. 20, no. 4-v. 21, no. 2, 1970. Maxwell Air Force Base, Alabama, Air University Library, 1969-1970.

CURRENT LITERATURE IN TRAFFIC AND TRANSPORTATION, v. 10, 1969-v. 10, 1970. Evanston, Illinois, Transportation Center at Northwestern University, 1968-1970.

FACTS ON FILE, v. XXIX, no. 1471, 1969- v. XXX, no. 1574, 1970, New York, Facts on File, 1969-1970.

INDEX TO LEGAL PERIODICALS, v. 69, 1969-v.70, 1970, New York, Wilson, 1969-1970.

INTERNATIONAL AEROSPACE ABSTRACTS, v. 9, 1969-v. 10, 1970. New York, American Institute of Aeronautics and Astronautics, 1969-1970.

NEW YORK TIMES INDEX, v. 57, 1969-v. 58, 1970, New York, New York Times Company, 1969-1970.

PUBLIC AFFAIRS INFORMATION SERVICE BULLETIN, v. 56, 1969- v. 57, 1970, New York, Public Affairs Information Service, 1969-1970.

PSYCHOLOGICAL ABSTRACTS, v. 43, 1969-v. 44, 1970, Washington, D. C. American Psychological Association, 1969-1970.

READERS GUIDE TO PERIODICAL LITERATURE, v. 29, March 1969-February, 1970; v. 70, 1970. New York, Wilson, 1969-1970.

WALL STREET JOURNAL INDEX, 1969-1970, New York, Dow Jones & Company, 1969-1970.

WASHINGTON POST, 1969-1970, Washington, Katharine Graham, 1969-1970.

AVAILABILITY OF PUBLICATIONS

The Department of Transportation, Branch Library (FOB-10A) has most of the material listed in this bibliography. Items not found in the FOB-10A library collection will be starred (*). The staff of this library will gladly assist DOT personnel in locating the desired items through interlibrary loan.

Individuals outside the Department of Transportation are urged to consult their local libraries for assistance since community and school libraries receive many of the journals cited.

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I. References on Hijackings, listed chronologically.

- *1. WORLD LAW AND THE HIJACKERS. K. M. Ruppenthal. Nation v. 208, No. 5, February 3, 1969, p. 144-146.
History of the hijackings that have occurred to date.
Discussion of the legal aspects and mention of the Tokyo Convention and piracy at sea penalties.
2. PUZZLE OF THE PLANE HIJACKERS. U. S. News and World Report, v. 66, No. 6, February 10, 1969, p. 10.
Dr. John T. Dailey, Chief Psychologist for FAA, describes the typical hijacker as a man seeking one moment of glory.
3. U. S. TO ASK DENIAL OF ASYLUM TO HIJACKERS. Aviation Week and Space Technology, v. 90, No. 6, February 10, 1969, p. 27-8.
A proposal in the form of a protocol to the Tokyo Convention.
Most extradition laws do not list air piracy as an extraditable offense. Discussion of the Tokyo Convention and the amendment are included.
4. SKYJACKING: WHAT CAUSES IT, AND A WAY TO END IT. U. S. News and World Report, v. 66, No. 7, February 17, 1969, p. 68-69.
Rash of airliner hijackings has lead to many worried air travelers. Article answers a number of questions asked by passengers.
5. "PANDEMONIUM IN THE COCKPIT". J. G. Brown. U. S. News and World Report, v. 66, No. 8, February 24, 1969, p. 36.
Testimony before the House Interstate and Foreign Commerce Committee by Captain James G. Brown. Capt. Brown described the scene in the cockpit and emphasized that cool heads and steady nerves on the part of the crew were essential for survival of the craft and its passengers.
6. UNIONS TAKE AIM AT SKYJACKERS. U. S. News and World Report, v. 66, No. 8, February 24, 1969, p. 75.
Conference of Transportation Trades-part of AFL-CIO meeting approved five proposals:
 1. Establishment of a United Nations agreement for extradition of all aerial hijackers.
 2. Adoption of IATA plan for denial of air service to countries that provide havens for hijackers.

3. U. S. Senate approval of Tokyo Convention, 1963, calling for return of passengers, crew, cargo and aircraft.
 4. Senate bill to make a stronger Tokyo pact.
 5. Extradition of hijackers.
- *7. **AIR PIRACY - CONCEPT AND EFFECTS.** (La Piraterie Aérienne - Nation et Effets). E. du Pontauice (Nantes, Université, Nantes, France) Revue Generale de l'Air et de l'Espace, vol. 32, No. 3, 1969 (July-Sept.), p. 276-339. In French.
Study of what constitutes air piracy, with a discussion of the applicability of maritime law to this crime. Attention is given to the definition of air piracy, the inexactness of the concept of air piracy in the internal law of states, and an outline of French internal law. Aspects of air piracy with reference to passengers and freight, from the point of view of third parties, are considered. (Abstract) IAA. v. 10 (5) 1970, p. 960.
- *8. **AIR PIRACY - A NEW INTERNATIONAL CRIME (PIRATERIE AERIENNE - NOUVEAU DELIT INTERNATIONAL)** Conference sur la liberté de l'air, McGill University, Montreal, Canada. November 1967. Revue Generale de l'Air et de l'Espace vol. 32(3) 1969, p. 261-268. In French.
Discussion of aircraft piracy, defined by the U. S. Federal Aviation Act of 1958 as "any seizure or exercise of control by force or violence, or threat of force or violence and with wrongful intent of an aircraft in air commerce". Various forms of aircraft use which acts against the freedom and safety of air traffic in order to facilitate the commission of other crimes, such as smuggling, escape of prisoners, and use of clandestine airports, are also considered. Haroldo Valladao (International Law Assn.) London, England. Conference sur la liberté de l'air, McGill Univ. Montreal, Canada, Nov. 1967. (Abstract) IAA V. 10 (5) 1970. p. 960.
9. **AIRCRAFT DIVERSION AND INTERNATIONAL LAW (LES DETOURNEMENTS D'AERONIPS ET LE DROIT INTERNATIONAL).**
Revue Generale de l'Air et de l'Espace, vol. 32 (3) 1969, p. 249-260. In French.
Study of juridical means of halting illegal in-flight route diversions of aircraft. Careful analysis of reported facts indicate various guidelines for air crews. The motives of persons who interfere with aircraft operation are multiple; they may be personal or political, or the interloper may be deranged. In general, the illicit takeover of an aircraft is

classified as piracy as determined by the International Law Association and the International Red Cross Committee. It is considered that any intervention which endangers human life cannot be justified by claiming the status of protected person.

P. de la Pradelle (Aix Marseille, Universite, Aix en Provence, Bauges-du-Rhone, France). (Abstract)

IAA, v. 10 (5) 1970, p. 960.

*10. THE DIVERSION OF AIRCRAFT (LE DEROUTEMENT DES AERONEFS).

M. E. Valay. Revue Generale de l'Air et de l'Espace. vol. 32 (3) 1969, p. 340-351. In French.

Examination of the growing problem of aircraft route diversion by unauthorized persons, which most greatly affects American air carriers between New York and Miami and also Colombian, Venezuelan, and Mexican airlines. It is pointed out that not all diversions are to Cuba, diversions to Athens, Egypt, Damascus and Algeria have also occurred. The motive is sometimes personal, but mostly political. It is considered that illegal aircraft route diversion is an infraction which is difficult to qualify legally (to determine whether it is mutiny, barratry, piracy, or an act of war). The efforts of various international bodies to suppress air piracy are discussed. (Abstract) IAA. v. 10 (5) 1970, p. 960.

*11. THE ILLEGAL CAPTURE OF AIRCRAFT (HIJACKING) (LA CAPTURE ILLICITE D'AERONEFS/HIJACKING). Revue Generale de l'Air et de l'Espace, vol. 32 (3) 1969, p. 269-275. In French.

Consideration of various aspects of illegal seizures of aircraft which it is considered, are generally inspired by political motives. This was the case in the capture of an El-Al Boeing 707 by a Palestinian commando. The importance of suppressing this crime, in view of the imminent advent of very large aircraft, is stressed. Hijacking incidents dissuade many people from traveling by air because of the danger and inconvenience. The juridical decisions of the Tokyo convention (1963) are reviewed, and various possible methods of enforcement are outlined. Michael Paurcelet (Montreal Univ. Montreal, Canada. (Abstract) IAA. v. 10 (5) 1970, p. 960.

12. DRAFT PROPOSALS ON UNLAWFUL SEIZURE OF AIRCRAFT. International Legal Materials; V. 8, March, 1969, p. 245-257.

Reproduced for International Civil Aviation Organization, Documents LC/SC SA. Report. Feb. 21, 1969.

13. **FAA TO INITIATE PASSENGER SEARCH.** Aviation Week and Space Technology, v. 90, No. 9, March 3, 1969, p. 27.
Physical searches have been authorized by FAA if the airline personnel deem it necessary. All U. S. airlines have rules written into their tariffs considered broad enough to permit these searches.
14. **DEPARTMENT REVIEWS PROBLEM OF AIRCRAFT HIJACKING AND PROPOSALS FOR INTERNATIONAL ACTION; STATEMENT**, February 5, 1969. F. E. Loy. Department of State Bulletin, v. 60, March 10, 1969, p. 212-215.
Statement before the House Committee on Interstate and Foreign Commerce by Frank E. Loy, Deputy Asst. Secretary for Transportation and Telecommunications. Discussion on the Tokyo Convention; a proposed addition to return hijackers for prosecution. Attempts should be made to persuade the U.N. General Assembly to adopt a resolution condemning as serious offenses, all acts of unlawful intervention involving aircraft, and request ICAO to help solve this serious international problem.
15. **IFALPA THREATENS STRIKE IN PUSH AGAINST HIJACKINGS.** Aviation Week and Space Technology, v. 90, no. 13, March 31, 1969, p.31.
Conference pushes for more decisive action against hijackings. Ratification and amendment to the Tokyo Convention urged. A strike of the pilot's union will be called if governments involved fail to prosecute and sentence hijackers or return them under physical restraint for prosecution in the state of registration of the aircraft or the state of the operator of the aircraft.
- *16. **AIRCRAFT PIRACY-CRIME OR FUN?** William & Mary Law Review, v. 10 (4) Spring 1969, p. 820-873.
The article lists briefly the incidents occurring at each hijacking from 1961 to date. The legal aspect of piracy, *jure gentium*, International Conventional efforts against piracy, U. S. Piracy Law, Aircraft Piracy Statute, extradition problems, possible solutions; and conclusion.
17. **IN-FLIGHT CRIMES, THE TOKYO CONVENTION AND FEDERAL JUDICIAL JURISDICTION.** Journal of Air Law and Commerce, vol. 35, Spring 1969, p. 171-203. 205 ref.
Discussion of three problems peculiar to crimes committed during international flight, namely, the problem of custody, the problem of jurisdictional conflict among several states

peculiarly interested in the in-flight crime, and the problem of prosecution. It is concluded that there is no situation that can be envisaged within the framework of this discussion, where a person who commits a serious felony during international flight can escape immediate prosecution after landing in the U. S.; secondly, that both the unratified Tokyo convention and federal judicial jurisdiction are the essential factors for such a state of affairs. It is therefore assumed advisable that the Tokyo Convention be ratified by the U. S. Government. (Abstract) IAA. vol. 9 #22, 1969, p.4053).

- *18. AIR PIRACY AS A LEGAL PROBLEM (LUFTPIRATERIE ALS RECHTSPROBLEM). Zeitschrift für Luftrecht und Weltraumrechtsfragen, vol. 18, April 1, 1969, p. 77-80. In German.

Consideration of preventive measures against the hijacking of aircraft. A distinction is made between technical and legal measures, and it is noted that all the technical measures considered to date are too risky for practical application. The Aircraft Piracy Amendment to the Federal Aviation Act, providing for capital punishment or twenty years' imprisonment for hijacking, and \$10,000 fine for interfering with aircraft personnel in the exercise of their duties, is discussed, and Mexican, Swiss, and German legal sanctions are outlined. A United Nations resolution calling for the establishment of an international punitive code is discussed. (Abstract) IAA. v. 9 (13) 1969, p. 2381. A59-27528.

- *19. HIJACKER TO CUBA; HIJACKER'S WIFE TELLS WHY HE DID IT, WITH REPORT BY S. MCBEE. Life. v. 66, April 18, 1969, p. 22D-29D.

Dr. Daily, FAA psychologist describes the personality of the typical hijacker. Various hijackings and case histories of the hijackers are briefly discussed to elaborate on his theory.

- *20. TAKE THIS PLANE TO HAVANA! I. Ross. Readers Digest. v. 94, no. 5. May 1969, p. 113-117.

With the increase in the number of hijackings, airlines and government alike are anxious to find some means of exposing the hijacker before departure.

- *21. A NEW JURIDICAL PROBLEM-AIR PIRACY (UN NOUVEAU PROBLEME JURIDIQUE-LA PIRATERIE AERIENNE). Alex Meyer. Revue Francaise de Droit Aerien. vol. 23, July-Sept. 1969, p. 261-298. In French.

Examination of the solutions adopted by certain countries in waging an effective war against air piracy. The legislation of

several countries covering various aspects of international civil aviation and unlawful acts committed aboard aircraft is described. Efforts exerted to achieve international agreements in the fight against air piracy are discussed. (Abstract) IAA. vol. 10 (1) 1970. p. 220.

- *22. AIR PIRACY FROM THE LEGAL STANDPOINT (DIE LUFTPIRATERIE IN RECHTLICHER SICHT). Zeitschrift für Luftrecht und Weltraumrechtsfragen. vol. 18, July 1, 1969, p. 151-155. In German.
Discussion of the legal consequences of air piracy as determined by Swiss law and the Treaty of Tokyo (1963). It is noted that air piracy may be prosecuted by Swiss law for the following felonies and misdemeanors -- endangering human life on board an aircraft and on the ground, deprivation of property, threatening, coercion, deprivation of freedom, and disturbance of public order. It is noted that the Tokyo treaty is not yet in force, but that its ratification would not change much with respect to current practice in actual cases of air piracy. Aspects of air piracy under war conditions and the possibility of administrative or police preventive measures are considered. (Abstract) IAA. vol. 9 (19) 1969, p. 3454.
23. MEXICANA DE AVIACION CRAFT WITH THIRTY-TWO ABOARD ON DOMESTIC FLIGHT DIVERTED TO CUBA. New York Times, July 27, 1969, 19:1.
24. CONTINENTAL AIRLINES CRAFT ON CALIFORNIA - TEXAS FLIGHT DIVERTED TO CUBA BY YOUNG NEGRO WITH KNIFE; RETURNS TO MIAMI. New York Times, July 28, 1969, 15:6.
25. OLYMPIC AIRWAYS PLANE WITH 31 ABOARD HIJACKED ON FLIGHT IN GREECE AND FORCED TO LAND IN ALBANIA. New York Times, August 17, 1969, 83:4.
26. HIJACKER IDENTIFIED AS A GREEK WHO HAD BEEN JAILED BY MILITARY REGIME; PASSENGERS RETURNING TO ATHENS SAY HE APOLOGIZED FOR THE INCONVENIENCE; TOLD THEM HE DID IT TO SAVE HIS FAMILY. New York Times, August 18, 1969, 15:1.
27. TWO EGYPTIANS ARRESTED AND RETURNED TO THE UNITED ARAB REPUBLIC FOR HIJACKING A MISRAIR PLANE ON CAIRO-ASWAN FLIGHT AND FORCING IT TO LAND IN SAUDI ARABIA. New York Times, August 20, 1969, 2:5.
28. COLOMBIAN AVIANCA PLANE WITH 30 ABOARD HIJACKED BY TWO PASSENGERS WITH REVOLVERS AND FORCED TO FLY TO CUBA. New York Times, August 24, 1969, 24:4.

29. FAA REPORTS SEIZURE OF TWA CRAFT FIRST HIJACKING OF U. S. AIRLINER OUTSIDE WESTERN HEMISPHERE; TWENTY-FIVE U. S. CRAFT HAVE BEEN DIVERTED TO CUBA THIS YEAR; FORTY-ONE SINCE 1961. New York Times, August 30, 1969; 2:5.
30. NATIONAL AIRLINES CRAFT ON MIAMI-HOUSTON FLIGHT DIVERTED TO HAVANA BY CUBAN ACCOMPANIED BY HIS WIFE AND THREE CHILDREN. New York Times, August 30, 1969; 5:2.
31. TWO ARAB COMMANDOS HIJACK A TWA CRAFT ON FLIGHT FROM LOS ANGELES TO TEL AVIV AND FORCE IT TO LAND AT DAMASCUS; ASSERT ACTION IS REPRISAL FOR U. S. AID TO ISRAEL. New York Times, August 30, 1969; 1:8.
- *32. PIRACY (AIRCRAFT HIJACKING) IN THE AIR. (Research paper, School of Naval Warfare, 1969). Lt. Col. James S. G. Turner. Naval War College Review, September 1969; 22:86-116.
33. INTERNATIONAL FEDERATION OF AIRLINE PILOTS ASSOCIATION VOTES TO CALL 24 HOUR WORLD-WIDE STOPPAGE UNLESS SYRIA FREES TWO ISRAELI PASSENGERS HELD SINCE TWA PLANE WAS HIJACKED AND FORCED TO LAND IN DAMASCUS.
 IFALPA declares growth of hijacking might threaten world peace and calls on U. N. Security Council to Act; instructs two officers to present demand to Secretary General Thant; says two weeks warning will be given to airlines before strike is called; denies move is political; question of boycotting countries that do not ratify 1961 Tokyo convention calling for return of hijacked passengers and aircraft and prosecution of hijackers weighed; organization spokesman notes this is first incident when hijacked passengers have been held prisoner. New York Times, September 2, 1969; 1:2.
34. PILOTS WARNED OF A GLOBAL STRIKES AS SYRIA HELD PRISONER TWO ISRAELIS FROM A HIJACKED PLANE. Wall Street Journal, September 2, 1969; 1:3.
35. IATA DIRECTOR GENERAL K. HAMMARSKJOLD CRITICIZES PILOTS' STRIKE THREAT AS NOT "PROPER WAY" TO PREVENT HIJACKINGS.
 IATA urges international and national legislation to prevent them; holds hijackers must be faced with certainty of severe punishment; notes some measures airlines are taking to curb hijacking; says Netherlands have just ratified Tokyo Convention. New York Times, September 3, 1969; 3:5.

36. SURVEY OF U. S. EFFORTS TO HALT SHARP RISE IN HIJACKINGS; MOST EFFORTS ARE DIRECTED TOWARD SEEKING INTERNATIONAL AGREEMENT THAT WOULD REQUIRE RETURN OF HIJACKERS TO COUNTRY WHICH OWNS PLANE AND TOWARD DEVELOPMENT OF SYSTEM TO DETECT WEAPONS CARRIED BY PASSENGERS. New York Times, September 5, 1969; 26:1.
37. U. S. RATIFIES TOKYO CONVENTION OF 1963 WHICH REQUIRES SIGNATORIES TO RETURN HIJACKED PLANES, AND THEIR PASSENGERS AND CREWS PROMPTLY; CONVENTION DOES NOT PROVIDE FOR CRIMINAL PROSECUTION OF HIJACKERS. New York Times, September 6, 1969; 58:6.
38. TRANT MEETS WITH DELEGATIONS FROM PILOT'S ASSOCIATION FEDERATION, GENEVA; TELLS GROUP STRIKE ACTION; ORGANIZATION PRESIDENT, A. FORSBERG COMMENTS: SAYS STRIKE THREAT CONTINUES AND WILL BE CANCELED ONLY IF SYRIA FREES TWO PASSENGERS. New York Times, September 7, 1969; 19:1.
39. EASTERN CRAFT ON NEW YORK - SAN JUAN FLIGHT DIVERTED TO HAVANA BY ARMED MAN; RETURNS TO MIAMI BEFORE RESUMING FLIGHT TO SAN JUAN. New York Times, September 8, 1969; p. 2:4.
40. IFALPA MOUNTS ANTI HIJACK DRIVE. Aviation Week and Space Technology, v. 91, no. 10. September 8, 1969; p. 22-24.
Pilot's Association threatens to strike; calls for stiff penalties after Athens bound TWA 707 is forced to land in Damascus; aircraft is heavily damaged by sabotage.
41. THIS IS YOUR CAPTAIN: TWA PLANE HIJACKED BY PALESTINIAN COMMANDOS. Newsweek, v. 74, no. 10. September 8, 1969; p. 37-8.
TWA Flight 840 Rome to Athens; hijacked by 2 members of the Popular Front for the Liberation of Palestine. Motives not known, speculations have it that hijackers thought Israeli Ambassador Rabin was on board, or to embarrass the Syrian Government by landing in Damascus. Time bomb planted in cockpit exploded but no injuries were reported.
42. ETHIOPIAN AIRLINER ON ADDIS ABABA - DJIBOUTI FLIGHT WITH SIXTY-SIX PASSENGERS HIJACKED BY THREE ERITREANS AND FORCED TO LAND IN ADEN; HIJACKERS WERE MEMBERS OF ERITREAN LIBERATION FRONT, ORGANIZATION BASED IN SYRIA; ONE OF THE HIJACKERS WAS SHOT AND WOUNDED BY AN ETHIOPIAN SECRET POLICE OFFICIAL WHO WAS A PASSENGER ON THE PLANE. New York Times, September 14, 1969; 16:4.

43. HONDURAN AIRSEA AIRLINE'S DC-3 HIJACKED BY ONE OF ITS THIRTY-FIVE PASSENGERS AND FORCED TO LAND IN EL SALVADOR. CARLOS FEDERICO HUIE MEJIA THE HIJACKER WAS ARRESTED AND LATER RELEASED. New York Times, September 14, 1969; 16:4.
44. IFALPA PUSHING TO THRUST HIJACK ISSUE BEFORE U. N. (EDITORIAL COMMENT) H. J. Coleman. Aviation Week and Space Technology, v. 91, no. (11). September 15, 1969, p.21, 39-40.
International Federation of Air Line Pilots Assn. announced it would apply pressure to several member states of the United Nations in an attempt to get the hijacking to Syria of a TWA Boeing 707, on the Security Council Agenda.
45. U. S. CALLS UPON SYRIA TO RELEASE ALL PASSENGERS OF HIJACKED PLANE. Department of State Bulletin, v. 61, no. 1577, September 15, 1969, p. 245-6.
Statements made by Secretary Rogers issued on August 29-30, 1969. Confirmation of the hijacking of a TWA commercial airliner. Plane was diverted from its Rome - Athens route. Persons identified as members of the Popular Front for the Liberation of Palestine diverted the plane to land in Damascus, Syria.
46. S. TOKER FORCES TURKISH AIRWAYS CRAFT ON ISTANBUL - ANKARA FLIGHT TO FLY TO BULGARIA; CRAFT LANDS, SOFIA; BULGARIA INDICATES TOKER WILL BE TURNED OVER TO TURKISH AUTHORITIES. New York Times, September 17, 1969; 10:1.
47. IATA HOPES U. N. SECURITY COUNCIL WILL TAKE ACTION AGAINST HIJACKINGS; SAYS IT ASKED MEMBER AIRLINES TO WORK THROUGH THEIR GOVERNMENTS TO ENLIST UNITED NATIONS AID. New York Times, September 18, 1969; 93:1.
48. U. S. SEEKS TO UPDATE EXTRADITION TREATIES TO INCLUDE PROVISION TO EXTRADITE HIJACKERS FROM NATIONS IN WHICH THEY TAKE REFUGE. New York Times, September 19, 1969; 10:1.
49. CUBA ENACTS ANTI HIJACKING LAW PROVIDING FOR EXTRADITION OF HIJACKERS TO COUNTRY OF ORIGIN; U. S. IS UNAFFECTED AS LAW WILL BE APPLIED ONLY ON BASIS OF EQUALITY AND STRICT RECIPROCITY, AND GIVES CUBA RIGHT TO DETERMINE WHETHER HIJACKER IS COMMON TRANSGRESSOR OR POLITICAL REFUGEE. COMMUNIQUE STRESSES THAT CUBA WILL NOT RECOGNIZE ANY MULTILATERAL AGREEMENTS WORKED OUT BY SUCH GROUPS AS

U. N. OR OAS. THE MOVE IS LINKED TO CUBAN AWARENESS OF WORLD WIDE CONDEMNATION OF HIJACKINGS, WHICH AFFECTS THE NATION INDIRECTLY EVEN THOUGH THE GOVERNMENT HAS ANNOUNCED IT DOES NOT ENCOURAGE HIJACKINGS; U. S. STATE DEPARTMENT IN STUDYING THE DECREE SAYS 1904 EXTRADITION TREATY WITH CUBA IS TECHNICALLY STILL IN EFFECT BUT VIRTUALLY INAPPLICABLE IN ABSENCE OF DIPLOMATIC RELATIONS. New York Times, September 20, 1969; 1:6.

50. HIJACK DETECTOR TESTED BY FAA. Aviation Week and Space Technology. v. 91 (12) September 22, 1969, p. 53.
FAA optimistic over the success of a weapon detector. Airline boarding personnel watch for behavioral characteristics that resemble those described in the psychological profile of a potential skyjacker. If such a person should trigger the metal detector, a search of his person is conducted. The Justice Department has ruled that the combination of the two techniques provides adequate legal grounds for searching a suspicious passenger.
51. HIJACKING IN THE SKIES: 48 PLANES THIS YEAR SO FAR. U. S. News and World Report. v. 67, no. 12, September 22, 1969. p. 50.
Forty-eight planes hijacked this year. 3,500 passengers have been involved in hijackings and ground attacks. 90% of them since January 1968. Extradition laws must be established on an international level.
52. ICAO NOTIFIED OF U. S. RATIFICATION OF TOKYO CONVENTION. Department of State Bulletin. v. 61, September 22, 1969, p. 275.
On September 5th, the United States deposited with the International Civil Aviation Organization in Montreal, Canada, the official notification of its ratification of the Convention on Offenses and Certain Other Acts Committed on Board Aircraft.
53. OLYMPIC AIRWAYS IN EFFORT TO FORESTALL HIJACKINGS, REQUIRES ALL PASSENGERS ON DOMESTIC FLIGHTS TO PRESENT IDENTIFICATION CARDS OR PASSPORTS. New York Times, September 24, 1969; 3:2.
54. L. E. ERVIN INDICTED FOR FEBRUARY 1969 HIJACKING OF EASTERN AIRLINES CRAFT SEIZED AT KENNEDY AIRPORT ON ARRIVAL FROM BERLIN; NATIONAL AIRLINES CRAFT HIJACKED TO HAVANA, New York Times, September 25, 1969; 21:1.

55. REPRESENTATIVE D. B. FASCELL OFFERS RESOLUTION IN HOUSE CALLING FOR CONGRESSIONAL SUPPORT OF PRESIDENT NIXON'S PLEA FOR U. N. ACTION AGAINST HIJACKERS. New York Times, September 26, 1969; 92:2.
56. GROUP OF GOVERNMENTS PLAN A JOINT CALL ON THE UNITED NATIONS FOR INTERNATIONAL ACTION AGAINST HIJACKERS; U. S. CONSULTS WITH OTHER INTERESTED GOVERNMENTS ON HOW TO ACHIEVE MOST EFFECTIVE ACTION. New York Times, September 27, 1969; 6:5.
57. SUBCOMMITTEE OF THE LEGAL COMMITTEE ON THE SUBJECT OF UNLAWFUL SEIZURE OF AIRCRAFT. International Civil Aviation Organization. First Session (10-21 February 1969); Second Session (23 September - 3 October 1969.) Reports and Documentation. Montreal, Canada. Dec. 8838-LC/157. 1969.
 Source: International Civil Aviation Organization (Attention Distribution Officer) International Aviation Building, 1080 University Street, Montreal, 101 Quebec, Canada. \$2.75.
58. AIRCRAFT HIJACKING: ITS CAUSE AND CURE. Alona E. Evans. American Journal of International Law, v. 63 (4) October 1969. p. 695-710.
 Summary discussion of hijacking incidents 1947 to date. Offers suggestions for prevention.
59. NETHERLAND'S MIN LUNS URGES U. N. ASSEMBLY PUT PROBLEM OF HIJACKING ON CURRENT AGENDA. New York Times, October 2, 1969; 8:1.
60. AEROLINEAS ARGENTINAS CRAFT ON BUENOS AIRES - MIAMI FLIGHT AND CRUZEIRO DO SUL CRAFT ON DOMESTIC FLIGHT HIJACKED TO HAVANA. New York Times, October 9, 1969; 19:1.
61. HIJACKING ON AGENDA. Facts on File, 1969, p. 654:F3.
 The General Committee of the United Nations decided to include the question of aircraft hijacking in the Assembly's agenda, and to allocate the item to the Sixth (legal) Committee. (Abstract, Facts on File, 1969, p. 654:F3).
62. D. NEVILLE REFUSED JOB AS PAN AMERICAN STEWARDESS BECAUSE SHE WAS BORN IN CUBA. New York Times, October 12, 1969; 84:1.
63. U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION. News, 69-119, October 15, 1969.
 Secretary Volpe announces implementation of anti-hijacking system in the United States.

64. EASTERN AIR LINES FIRST CARRIER TO USE GOVERNMENT-DEVELOPED SYSTEM FOR APPREHENDING HIJACKING SUSPECTS. Wall Street Journal, October 16, 1969; 17:1.
65. FAA SAYS IT HAS OFFERED SINCE AUGUST TO PROVIDE U. S. AIRLINES WITH A WEAPON DETECTION SYSTEM; SAYS EASTERN IS ONLY LINE TO ACCEPT. New York Times, October 16, 1969; 94:5.
66. IS THERE ANY ANSWER TO PLANE HIJACKERS? U. S. News and World Report, 67:(16), October 20, 1969, p. 34-35.
Foreign governments and U. S. aviation authorities attempt to discover some solution to the growing danger of hijacking. So far the electrical weapon-screening device being experimental with by Eastern Airlines seems the best hope.
67. TWO EAST BERLINERS HIJACK POLISH CRAFT ON FLIGHT FROM WARSAW TO EAST BERLIN AND FORCE IT TO LAND AT TEGEL AIRPORT IN FRENCH SECTOR OF WEST BERLIN, BOTH SEEK ASYLUM; CRAFT LEAVES FOR EAST BERLIN; SOVIET MIGS BUZZED CRAFT AND AIRPORT TO PREVENT LANDING, LINER ARRIVES, EAST BERLIN; ARRIVES BRUSSELS. New York Times, October 20, 1969; 1:5.
68. PAN AMERICAN CRAFT ON MEXICO CITY - MIAMI FLIGHT DIVERTED TO CUBA BY ARMED YOUTH IDENTIFIED AS H. SHORN OF DETROIT. New York Times, October 22, 1969; 15:1.
69. CPL. R. MINICHIELLO, AWOL U. S. MARINE HIJACKS TWA JETLINER EN ROUTE FROM LOS ANGELES TO SAN FRANCISCO AND FORCES IT TO FLY TO ROME, ITALY; HE FRUSTRATES EFFORTS BY POLICE, F.B.I. AND IRISH SECURITY AGENTS TO INTERCEPT HIM AT DENVER, N.Y.C., BANGOR, ME. AND SHANNON AIRPORT; FLEES FROM ROME AIRPORT IN AUTO WITH POLICEMAN AS HOSTAGE; ABANDONS AUTO ON HIGHWAY TO NAPLES. CAPTAIN D. COOK, FLIGHT CAPTAIN DESCRIBES HIJACKING AND SEVENTEEN HOUR FLIGHT. New York Times, November 1, 1969, 1:1.
70. CREW DESCRIBES HIJACKING AND FLIGHT INTO ROME. New York Times, November 1, 1969; 1:3.
71. TWA PILOT WHO WAS PASSENGER ON FLIGHT NAILS COOK IN PHONE CONVERSATION WITH NEW YORK TIMES NEWSMAN AND COOK'S FATHER, D. COOK, SR. New York Times, November 1, 1969; 18:1.
72. TWA PRESIDENT WISER AND OTHER CO-OFFICIALS SPENT DAY AWAITING WORD ON SAFETY OF CREW AND PLANE. New York Times, November 1, 1969; 19:3.

73. CAPTAIN COOK SCORES F.B.I. ACTION AT KENNEDY, PHONE INTERVIEW FROM ROME, SAYS EFFORT TO CAPTURE MINICHIELLO WAS DAMPED NEAR A PRESCRIPTION FOR GETTING ENTIRE CREW KILLED AND THE PLANE DESTROYED, CALLS AGENT 'IDIOTS' SAYS THEIR ACTIONS DESTROYED GOOD FAITH CREW HAD BUILT UP WITH MINICHIELLO; DESCRIBES HIJACKING. New York Times, November 2, 1969; 1:5.
74. MINICHIELLO CAPTURED AT CHAPEL 10 MILES SOUTH OF ROME WHERE HE HAD SOUGHT REFUGE; REPORTEDLY SIGNS STATEMENT DETAILING ENTIRE INCIDENT. New York Times, November 2, 1969; 1:4.
75. MINICHIELLO DESCRIBED BY NEIGHBORS, FELLOW MARINES, AND SISTER. New York Times, November 2, 1969; 68:5.
76. U. S. BEGAN EXTRADITION PROCEEDINGS BEFORE MINICHIELLO WAS CAPTURED; CONVICTION FOR HIJACKING CARRIES MANDATORY MINIMUM PENALTY OF TWENTY YEARS IN JAIL; JURY CAN RECOMMEND DEATH PENALTY; THE CHAIRMAN TILLINGHAST SAYS COST OF FUEL AND SALARIES IN TERMS OF FLYING TIME IS ABOUT \$50,000. New York Times, November 2, 1969; 70:4.
77. MINICHIELLO FORMALLY CHARGED WITH ABDUCTION, EXTORTION AND OTHER OFFENSES, ROME ACTION COULD BLOCK INDEFINITELY HIS EXTRADITION TO U. S. New York Times, November 3, 1969; 25:1.
78. FIVE WHO HIJACKED U. S. AIRLINERS TO CUBA RETURN VOLUNTARILY TO U. S.; ARE TURNED OVER TO U. S. OFFICIALS BY CANADIAN AUTHORITIES AT CHAMPLAIN, N. Y., AFTER ARRIVING IN MONTREAL ON CUBA FREIGHTER; ALL ARE TAKEN TO PLATTSBURGH, N. Y. FOR ARRAIGNMENT AND CUSTODY. New York Times, November 3, 1969; 1:2.
79. U. S. STATE DEPARTMENT OFFICIALS SAY INITIATIVE FOR RETURN CAME FROM HIJACKERS THEMSELVES AND IN NO WAY RESULTED FROM ANY NEGOTIATIONS BETWEEN U. S. AND CUBA...ONE STATE DEPARTMENT OFFICIAL PUTS NUMBER OF AMERICAN HIJACKERS STILL IN CUBA AT ABOUT FORTY. New York Times, November 3, 1969; 24:4.
80. QUEENS ASSISTANT DISTRICT ATTORNEY TAUB ACCUSES COOK OF ACTING IRRESPONSIBLY IN CRITICIZING F.B.I. AND PORTRAYING HIMSELF AS SOLE HERO OF ESCAPE; DESCRIBES PLAN THAT HAD BEEN WORKED OUT TO ENTER CRAFT AND CAPTURE MINICHIELLO; COOK REGRETS CALLING AGENTS 'IDIOTS' BUT INSISTS AGENTS ENDANGERED THOSE ABOARD PLANE; STEWARDESS COLEMAN SAYS SHE IS SURE MINICHIELLO WOULD HAVE SPOT ALL ABOARD CRAFT IF F.B.I. HAD NOT LEFT. New York Times, November 3, 1969; 1:5.

81. ALPA PRESIDENT RUBY SAYS U. S. SHOULD 'GO GET HIM' IF ITALY REFUSES TO RETURN MINICHIELLO, NEWS CONFERENCE SAYS DIPLOMATS AND CRIMINAL COURTS MUST TAKE 'BARE KNUCKLED APPROACH' TO STOP HIJACKING; SAYS NEITHER FOREIGN NATIONS WHERE HIJACKED FLIGHTS HAVE ENDED NOR AMERICAN COURTS TO WHICH SOME HIJACKERS HAVE BEEN RETURNED HAVE PROVEN THEIR CONCERN ABOUT PROBLEM; DECLINES TO ENDORSE COOK'S CRITICISM OF F.B.I. COOK AGAIN DEFENDS CRITICISM. New York Times, November 4, 1969; 5.
82. ALL SIX HIJACKERS WAIVE RIGHTS TO HEARING, CLEARING WAY FOR THEM TO BE RETURNED TO CITIES WHERE THEY HAVE BEEN CHARGED OR INDICTED; SANDLIN SAYS HE WAS HELD IN DETENTION EVER SINCE HE ARRIVED IN HAVANA, DESCRIBES IMPRISONMENT. New York Times, November 4, 1969; 89:1.
83. U. S. Congress. House. COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE. IMPLEMENTATION OF TOKYO CONVENTION; HEARING BEFORE THE SUBCOMMITTEE ON TRANSPORTATION AND AERONAUTICS OF THE...ON H. R. 14301, November 4, 1969. 41st Congress, 1st session, Series No. 91-26. Washington, Government Printing Office, 1969, 20 p.
84. CAPTAIN COOK: THE SMOOTH PILOT. Washington Post, November 5, 1969, Editorial.
 Captain Cook managed to relay instructions to ground control, handle half-crazed ANOL marine Raffaele Minichiello, and keep the passengers in a relative state of calm by his cool remarks and reactions.
85. FAA, DEPUTY AIR SURGEON H. REIGHARD SAYS WEAPON DETECTION SYSTEM HAS PROVED WORKABLE AFTER THREE WEEKS OF LIMITED TESTS WITH EASTERN. New York Times, November 5, 1969; 93:4.
86. MINICHIELLO IS DEPICTED AS VICTIM OF VIETNAM WAR AND REFUGEE FROM AMERICAN SYSTEM SEEKING TO RETURN TO HIS HOMELAND BY ITALIAN NOVELIST AND JOURNALIST, C. MANDEL, WHO HAS ASSUMED PRESIDENCY OF COMMITTEE FORMED TO PREVENT HIS EXTRADITION; 200 PERSONS DEMONSTRATE AGAINST EXTRADITION IN AVELLINO, CAPITAL OF PROVINCE, IN WHICH MINICHIELLO'S FATHER LIVES; SOME OBSERVERS SAY CASE COULD BECOME A POLITICAL ISSUE, THE FOCUS OF LATENT ANTI-AMERICANISM AND DISAGREEMENT WITH AMERICAN INVOLVEMENT IN VIETNAM; M. MITCHELSON, BEVERLY HILLS ATTORNEY COMPLETES PLAN TO TAKE MINICHIELLO'S MOTHER AND SISTER TO ROME FOR HIS LEGAL DEFENSE. New York Times, November 5, 1969; 4:3.
87. PLAN TO DETECT HIJACKERS WORK IN TESTS, FAA SAYS. Washington Post, November 5, 1969, P. A-2.
 Dr. H. L. Reighard, FAA Deputy Federal Air Surgeon, reports on progress of the anti plane hijacking system now in operation at airports around the country.

95. **SIX OTHER HIJACKERS RETURN.** Facts on File, 1969, p. 811:B1.
The voluntary return of six hijackers from Cuba increases the number of disillusioned men who fled to Cuba.
96. **MORE ON HIJACKING.** K. Metz. Aviation Week and Space Technology, v. 91, no. 19, November 10, 1969, p. 11. Editorial.
The voluntary return of six hijackers from Cuba may be a sign that Castro is not pleased with the number or caliber of the hijacker.
- Damascus has printed a stamp to commemorate the hijacking of the second TWA 707 to Damascus. The stamp depicts the 707 with the nose blown off and triumphant hijackers cheering. IPALPA waits patiently for FAA to develop some system to halt these incidents before taking drastic steps on their own.
97. **D. L. BOOTH, 14 YEAR OLD ATTEMPTS TO HIJACK DELTA AIRLINER IN CINCINNATI BY HOLDING G. J. HOUSE, 18 YEAR OLD GIRL AT KNIFEPOINT; IS PERSUADED TO SURRENDER BEFORE CRAFT TAKES OFF; F.B.I. TURNS HIM OVER TO JUVENILE AUTHORITIES; WILL NOT PRESS HIJACKING CHARGES; MOTHER SAYS BOY HAS BEEN READING AND WATCHING TV ABOUT HIJACKING WITH INTEREST ALL WEEK.** New York Times, November 11, 1969; 93:4.
98. **CREWMEN DISARM TWO YOUTHS WHO SOUGHT TO HIJACK CHILEAN LINER TO CUBA.** New York Times, November 13, 1969; 95:2.
99. **CRUZEIRO DO SUL (BRAZIL) LINER HIJACKED OVER AMAZON RIVER AND FORCED TO HEAD FOR CUBA.** New York Times, November 13, 1969; 95:3.
100. **MINICHIELLO'S ATTORNEY SAYS THEY WILL SEEK TO BAR EXTRADITION.** New York Times, November 13, 1969; 16:2.
101. **MOTHER OF CINCINNATI BOY WHO ATTEMPTED TO HIJACK AIRLINER SAYS HE MAY HAVE BEEN INFLUENCED BY MINICHIELLO CASE; SAYS BOY WATCHED TV PROGRAMS AND READ NEWS ACCOUNTS OF CASE WITH GREAT INTEREST.** New York Times, November 13, 1969; 16:2.
102. **F.B.I. ARRESTS J. W. KIMBALL, DAYTON, OHIO, AFTER HE APPROACHED DELTA PILOT WITH GUN AND SAID HE WOULD PREVENT HIJACKING OF AIRLINER BY OTHER PASSENGERS WHO ARE ARMED; SECOND GUN FOUND IN HIS LUGGAGE; NO OTHER PASSENGERS WERE ARMED.** New York Times, November 15, 1969; 76:2.

103. HALTING HIJACKERS: HOW ONE SYSTEM IS WORKING OUT. U. S. News and World Report, v. 67, No. 20 November 17, 1969, p. 14.

Use of a detection device by TWA for its Los Angeles Flight probably would have foiled Raffaele Minichiello's plan for hijacking the plane. As it turned out, he commandeered the craft to take him on a 7,000 mile flight to Rome, Italy. To date Eastern Airlines with a record of 18 successful and attempted hijackings is the only airline using the detection device.

104. MITCHELSON SAYS HE WILL OPPOSE EXTRADITION OF MINICHELLO TO U. S. ON GROUNDS IT WOULD PLACE HIM IN DOUBLE JEOPARDY, INTERVIEW ON ARRIVAL AT KENNEDY AIRPORT WITH MINICHELLO'S MOTHER AND SISTER; BELIEVES ITALY WILL CONSIDER HIJACKING AS 'CONTINUOUS OFFENSE' FROM TIME IT STARTED IN CALIFORNIA AND ENDED IN ROME. New York Times, November 17, 1969. 21:1.

105. NETHERLANDS AND TWENTY-SEVEN OTHER UNITED NATIONS MEMBERS URGE ASSEMBLY LEGAL COMMITTEE TO ENACT LEGISLATION TO COMBAT HIJACKINGS; ASK APPROVAL WITHOUT DEBATE IN ORDER TO AVOID POLITICAL CONTROVERSY OVER INDIVIDUAL CASES. New York Times, November 20, 1969, 36:2.

106. FRENCH MILITARY COURT SENTENCED TO TWO YEARS IN PRISON, TWO EAST GERMANS WHO HIJACKED POLISH CRAFT AND FORCED IT TO LAND IN FRENCH SECTOR OF WEST BERLIN, OCTOBER 19th. New York Times, November 21, 1969, 3:3.

107. TWO POLES WITH TOY PISTOLS AND FAKE BOMB FORCE LOT (POLISH) CRAFT ON DOMESTIC FLIGHT TO FLY TO VIENNA; ASK POLITICAL ASYLUM. New York Times, November 21, 1969. 3:6.

108. TWO WITH FAKE PISTOLS HIJACK POLISH PLANE. Washington Post, November 21, 1969; A21:1.

Two young Poles hijack a Polish air carrier enroute from Wroclaw to Warsaw and forced the crew to fly to Vienna, Austria.

In West Berlin, a French Military government court sentenced 2 East Germans to 2 years imprisonment for hijacking. A preventive measure against West Berlin becoming a center for hijacking.

109. ITALIAN JUSTICE MINISTER SPOKESMAN SAYS MINICHIELLO MUST FACE TRIAL IN ITALY FIRST; ALSO CITES INTERNATIONAL PRINCIPLE THAT EXTRADITION NEED NOT BE GRANTED IF PENALTIES FOR CRIME IN COUNTRY REQUESTING EXTRADITION ARE NOT PERMITTED IN COUNTRY THAT COULD GRANT IT; ITALY UNLIKE U. S. HAS NO CAPITAL PUNISHMENT. New York Times, November 27, 1969; 11:5.
110. T.W.A. BEGINS RANDOM BAGGAGE CHECKS. New York Times, November 28, 1969; 78:5.
111. UNIDENTIFIED GURMAN FORCES VARIG CRAFT ON LONDON-RIO de JANEIRO FLIGHT TO LAND IN HAVANA. New York Times, November 30, 1969; 10:1.
112. HIJACKING; A REMEDY. Air Line Pilot, vol. 38(12). December 1969, 12-13.
The final solution to hijackings lies with the countries of the world. The Tokyo Convention is an attempt to provide this means. Specifically, hijackers should be returned to the country where the hijacked craft is registered and there he should be tried for an act of piracy.
113. VARIG CRAFT RETURNS TO RIO de JANEIRO FROM HAVANA. New York Times, December 1, 1969; 93:4.
114. TWA CRAFT ON SAN FRANCISCO - PHILADELPHIA FLIGHT DIVERTED TO CUBA. New York Times, December 3, 1969; 109:6.
115. HIJACKING INCIDENCE DECLINES BUT IS STILL MAJOR CONCERN OF U. S. INDUSTRY. FAA PSYCHOLOGIST DR. J. T. DAILEY SUGGESTS SEVERAL REASONS FOR DECLINE. New York Times, December 4, 1969; 105:5.
116. U. S. AND GREAT BRITAIN AGREE IN PRINCIPLE TO EXTEND EXTRADITION AGREEMENT TO INCLUDE HIJACKERS; ICAO EXPECTS TO IMPLEMENT WITHIN A YEAR A CONVENTION THAT WOULD MAKE HIJACKING A CRIMINAL OFFENSE UNDER LAW OF ALL COUNTRIES BELONGING TO ORGANIZATION. New York Times, December 5, 1969; 4:4.
117. C. PONTI PLANS FILM ON MINICHIELLO; MINICHIELLO'S ITALIAN ATTORNEY REPORTS MINICHIELLO HAS DISMISSED MITCHELSON BECAUSE HE RELEASED TAPED CONVERSATIONS WITH MINICHIELLO TO PRESS WITHOUT PERMISSION. New York Times, December 6, 1969; 5:6.

118. DEPARTMENT OF TRANSPORTATION. FEDERAL AVIATION ADMINISTRATION NEWS, 69-135. Washington, D. C.
NEWS RELEASE: DECEMBER 10, 1969. SECOND U. S. AIR CARRIER EMPLOYS ANTI-HIJACKING SYSTEM.
Mr. Volpe announced that Trans World Airlines would begin using the metal detector at its airport terminals. Locations of the detectors were not released.
119. FRENCH NATIONAL ASSEMBLY LEGAL COMMITTEE APPROVES NEW PENAL CODE ARTICLE MAKING HIJACKERS LIABLE TO JAIL TERMS OF FROM 5 YEARS TO LIFE. New York Times, December 12, 1969; 11:1.
120. TWO SHOT DEAD ATTEMPTING TO FORCE ETHIOPIAN AIRLINES CRAFT ON MADRID-ADDIS ABABA FLIGHTS TO FLY TO ADEN. New York Times, December 13, 1969; 2:3.
Craft arrives Addis Ababa; Eritrean Liberation Front says hijackers were Front Members; they were not trying to seize craft, merely intended to hand out leaflets to passengers. New York Times, December 14, 1969; 81:4.
121. EMPEROR HAILE SELASSIE PROMOTES AND DECORATES THREE SECURITY MEN WHO FOILED HIJACKERS. New York Times, December 15, 1969; 76:7.
122. WORLD AIRLINE PILOTS DEMAND DEATH PENALTY FOR HIJACKERS AT MEETING IN LONDON, CALLED BY INTERNATIONAL FEDERATION OF AIRLINE PILOTS' ASSOCIATION. New York Times, December 18, 1969; 93:8.
123. REPRESENTATIVES OF THIRTEEN NATIONS END TALKS ON AIRCRAFT HIJACKING; TEXT OF JOINT COMMUNIQUE: DECEMBER 19, 1969. Department of State Bulletin, v. 62, January 12, 1970, p. 31.
Representatives from thirteen nations whose airlines are leading providers of air services have concluded a four day meeting in Washington, D. C. Purpose of which was to discuss the hijacking problem. Emphasized ICAO, Tokyo Convention and other means of cooperation among governments in dealing with the problems.
124. CHILEAN AIRLINES CRAFT ON FLIGHT FROM SANTIAGO TO ASUNCION, PARAGUAY DIVERTED TO CUBA. New York Times, December 20, 1969; 13:2.
125. PILOTS WEIGH 24 HOUR BAN ON ALL AIR TRAFFIC TO ANY COUNTRY WHICH FAILS TO RELEASE IMMEDIATELY ALL PASSENGERS ABOARD A HIJACKED CRAFT. New York Times, December 20, 1969; 61:3.

126. CONFERENCE ENDS; FINDS THERE IS NO MIRACLE SOLUTION: RECOMMENDATIONS INCLUDE TIGHTER SCREENING OF BAGGAGE AND PASSENGERS, EARLY AND WIDE-SPREAD RATIFICATION OF TOKYO CONVENTION COMMITTING SIGNERS TO IMMEDIATE RELEASE OF HIJACKED CRAFT, CREW, AND PASSENGERS AND RECOGNITION OF EXTRADITION LAWS TO PUNISH HIJACKERS. New York Times, December 21, 1969; 66:4.
127. CUBA ALLOWS CRAFT TO DEPART AFTER CHILE PAYS \$20,000 FOR PROVISIONS, FUEL, AND LANDING RIGHTS; CRAFT ARRIVES SANTIAGO. New York Times, December 21, 1969; J1:5.
128. ANTI-HIJACKING SYSTEM BEING USED BY TWA. Aviation Week and Space Technology, v. 91(25) December 22, 1969. p. 32.
Trans World Airlines has incorporated the weapon detection system into their daily operations at various U. S. International Airports.
129. DEATH TO HIJACKERS; ETHIOPIAN GAMBIT. Newsweek, v. 74. No. 25, December 22, 1969. p. 50.
Ethiopian airlines has added armed plain clothesmen to their scheduled flights. Result so far has been two hijackers slain by the guards.
130. INTERNATIONAL FEDERATION OF AIRLINE PILOTS THREATENED TO TAKE DIRECT ACTION AGAINST NATIONS THAT CONDONE AIRCRAFT HIJACKING IF THERE IS NO REDUCTION IN NUMBER OF INCIDENTS. Wall Street Journal, December 22, 1969;10:3.
131. TWO ARAB MEN AND ONE WOMAN ARRESTED AT ATHENS AIRPORT AS THEY WERE ABOUT TO BOARD T.W.A. CRAFT WITH GUNS, GRENADES, AND MIMEOGRAPHED ANNOUNCEMENTS THAT PLANE WAS BEING SEIZED BY POPULAR FRONT FOR THE LIBERATION OF PALESTINE. New York Times, December 22, 1969; 17:3.
132. CREW OF ICELANDIC LINER OVERPOWERS MAN SEEKING TO TAKE OVER CRAFT ON N.Y.C.-EUROPEAN FLIGHT. New York Times, December 24, 1969; 48:7.
Suspect identified as a Pascasio (U.S.), returned to U.S., freed after F.B.I. finds no evidence of intent to hijack craft. New York Times, December 25, 1969; 58:8.
133. FRENCH MILITARY COURT SENTENCE HIJACKING. Facts on File, 1969. p. 818:D-3.
Peter Klamt and Ulrich Von Hof sentenced for hijacking a Polish airliner to West Berlin, October 19th.

- *134. FORCIBLE DIVERSION OF CIVIL AIRCRAFT IN FLIGHT. U. N. MONTHLY CHRONICLE. v. VII(1), January 1970, p. 173-174.

The General Assembly called upon the states to take measures against seizure of aircraft in flight; to support ICAO and its efforts to stop hijackings; and to ratify the Tokyo Convention. Discussion centered around extradition of hijackers.

135. ENTRY INTO FORCE OF THE TOKYO CONVENTION. ITA Bulletin, No. 1, January 5, 1970, p. 17.

Ratification of the convention was speeded up in recent months as a result of action by ICAO. Offenses will be dealt with by the country in which the aircraft is registered. The U. S. Amendment to the Federal Aviation Act of 1958 covers not only civil aircraft registered in the U. S. but Department of Defense, and any other aircraft flying within national airspace or having a destination at a U. S. Aerodrome, Military aircraft included.

136. BELON FREED BY LEBANON. New York Times, January 16, 1970; 8:6. Feted by Interior Minister Jumblatt and is received by Public Works Minister Gemayel and ex-Premier Yoffi; says he is having fun. His attorney notes Belon spent two years in a French prison. New York Times, January 17, 1970; 3:6.

137. UNITED NATIONS CALLS FOR MEASURES AGAINST AIRCRAFT HIJACKING; STATEMENT. December 12, 1969, with text of resolution. New York Times, January 18, 1970; 3:1. RE-ARRESTED. January 24, 1970; 6:5. Statement made by Dante B. Pascell, U. S. Representative to the U. N. General Assembly made in plenary session, December 12, 1969. Spoke of the U. S. concern for the increase of hijacking incidents, with references to ICAO and the Tokyo Convention.

138. BELON ENTERTAINED BY PALESTINIAN COMMANDOS, BAALBEK, LEBANON, Department of State Bulletin, v. 62, January 19, 1970, p. 69-71.

139. FAA REPORTS PAN AMERICAN HAS BEGUN USING ELECTRONIC DETECTION DEVICE TO FOIL HIJACKERS. EASTERN AND T.W.A. ALREADY USE DEVICE. New York Times, January 31, 1970; 19:5.

140. "HIJACKING-WHY GOVERNMENTS MUST ACT." Aeronautical Journal, vol. 74 (710), February 1970, p. 143-145.
Subject of an Air Law Group discussion held at the Royal Aeronautical Society. Four papers presented:
1. Outline of legal background.
2. BALPA, IFALPA, and GAPAN spoke on pilots' point of view.
3. Insurance.
4. International organization.
141. HOLDING PATTERN. Newsweek, v. 73, no. 7, February 17, 1970, p. 34+
Special hearings of the House Interstate and Foreign Commerce Committee has heard very few proposals for preventing hijackings.
IATA meeting in Geneva has a note of desperation as hijackings continue and solutions remain unfound.
142. MAN ACCOMPANIED BY A WOMAN AND TWO CHILDREN AND CARRYING A GASOLINE BOMB AND GUN, FORCES EASTERN CRAFT TO NEWARK-MIAMI FLIGHT TO GO TO CUBA. New York Times, February 17, 1970; 85:6.
143. ARAB ATTACK IN MUNICH. Facts on File, 1970, p. 85:C-2.
Three Arab terrorists kill one Israeli and wound eleven other passengers in an attack on a bus and lounge at the Munich Airport.
144. ONE WOULD-BE HIJACKER WAS KILLED AND ANOTHER WOUNDED IN GUN BATTLE WITH TWO DETECTIVES ABOARD A CHILEAN NATIONAL AIRLINES JET. Facts on File, 1970, p. 95:B-3.
145. HIJACKER EVADES DETECTION SYSTEM. Aviation Week and Space Technology, 92:(8), February 23, 1970. p. 27.
Eastern Airline's gate at Newark airport was equipped with a hijack detection device when the hijacker successfully boarded the Newark-Miami flight. He was overlooked when another passenger was detected carrying an excessive amount of metal. During the ensuing commotion, the hijacker boarded and successfully hijacked the plane to Cuba.
- *146. NOL HELPS FAA SPOT POTENTIAL SKY PIRATES. Oak Leaf, U. S. Naval Ordnance Laboratory, White Oak, Md. March 1970.
Naval Ordnance Laboratory's John Haben, a physicist consulted with FAA in the development of the magnetic detector that is being tested by airlines at their passenger gates.

- *147. RECENT AIRLINE ATTACKS LEAD TO URGENT DISCUSSIONS ON AIR SAFETY (MEETING OF CIVIL AVIATION AFFILIATES OF INTERNATIONAL TRANSPORT WORKERS' FEDERATION, LONDON, FEBRUARY 27, 1970; INCLUDES TEXT OF STATEMENT ADOPTED AT MEETING). ITF Newsletter, March 1970 supplement.
148. LATEST AIRLINE ATTACKS FIND U. S. LACKING POLICY FOR FIRM RESPONSE. Aviation Week, and Space Technology, v. 92(9), March 2, 1970, p. 25.
 Lack of policy for international aviation has caused a gap in decision making over the recent aircraft hijackings. The airlines are making demands for a policy statement from Air Transport Association and International Air Transport Assn. To date no airline may suspend operations to a particular area without permission of CAB.
149. SECRET EMERGENCY CONFERENCE OF EUROPEAN AVIATION AUTHORITIES IN PARIS; STUDIES U. S. EXPERIENCE IN COMBATING HIJACKERS TO SEE IF IT OFFERS HELP IN COMBATING AIR TERRORISTS. New York Times, March 4, 1970; 7:1.
150. DILEMMA OF THE AIRLINES. Newsweek, v. 75, March 9, 1970, p. 33-34, 36, 38.
 The sabotaging of a Swissair flight from Zurich to Tel Aviv caused many airlines to temporarily suspend all operations to Israel. Al Fatah, the Palestinian Commando group, first denied any knowledge of the bombing. Admission to the act came from a splinter terrorist group, Popular Front for the Liberation of Palestine-General Command. The FAA's description of a "potential hijacker" is being circulated among air carriers. Used along with a metal detector it has proved helpful. The only real solution is punishment of the hijacker. To date nations have proved reluctant to extradite hijackers for fear of lessening the value of political asylum. A meeting of IFAP and ICAO in Switzerland may lead to some relief in the area of extradition.
151. "A NEW WAY TO WAR ON INNOCENTS." Newsweek, v. 45, March 9, 1970, p. 32.
 Of all parties involved, Israel will suffer the most. Surrounded by her enemies, the air link to Europe and America has been vital to Israel. Sabotage and bombings have already caused one suspension of service by air carriers. Until governments take some concrete action, all airlines and their passengers will become victims of the Middle East War.

152. RISING TERRORISM IN THE AIRLINES; CONFERENCE TO CONSIDER MEASURES TO DETER. U. S. News and World Report, v. 68, March 9, 1970, p. 10.
An emergency conference will be convened in March as a direct result of the explosions of a Swiss airliner and an Austrian airliner.
Remedies being proposed:
Expulsion from ICAO of any nation that protects hijackers or saboteurs or fails to return hijacked aircraft and passengers.
Swedish Pilots Federation proposes a boycott of flights to countries that harbor extremist organizations.
153. United States, Senate: Committee on Commerce. CONVENTION ON OFFENSES AND CERTAIN OTHER ACTS COMMITTED ON BOARD AIRCRAFT: HEARING, March 9, 1970, on S. 2176. 1970. (91st Congress, 2d Session) Serial 91-55.
154. IATA EXECUTIVE COMMITTEE CALLS ON GOVERNMENTS AND AIRPORT AUTHORITIES TO JOIN WITH AIRLINES IN COORDINATED PROGRAM TO HALT HIJACKING AND TERRORIST ACTIVITIES, CONFERENCE. GENEVA. New York Times, March 10, 1970; 13:1.
155. EAST GERMAN COUPLE COMMITS SUICIDE WHEN ATTEMPT TO HIJACK EAST GERMAN INTERFLUG CRAFT FAILS. New York Times, March 11, 1970; 9:1.
156. FOUR MEN DIVERT AVIANCA (COLOMBIA) LINER TO CUBA. New York Times, March 12, 1970; 81:7.
157. TWO POLES WHO HIJACKED POLISH AIRLINES CRAFT TO AUSTRIA IN NOVEMBER 1969 ARE SENTENCED IN VIENNA; POLISH EXTRADITION REQUEST IGNORED. New York Times, March 12, 1970; 81:7.
158. MAN WITH WIFE AND FOUR CHILDREN FORCES UNITED AIRLINES CRAFT ON CLEVELAND-WEST PALM BEACH FLIGHT TO GO TO CUBA. New York Times, March 12, 1970; 81:6. Identified as C. Stubbs, New York Times, March 13, 1970; 44:8.
159. R. MINICHIELLO'S FATHER DIES, ROME. New York Times, March 13, 1970; 3:7.
160. NEW STUDY PROFILES HIJACKERS. Washington Daily News, March 19, 1970.
TWA...announced that it was installing profile tests for detection of potential hijackers.

161. MURDER ON THE AIRLINES. Aviation Week and Space Technology, v. 92 (12) March 23, 1970. (Editorial)
IFALPA, U. N., ICAO, IATA all organizations involved in air transportation have shown an air of indifference toward the serious increase in hijackings and the constant threat to human life that is involved.
162. MURDER IN THE SKY: EASTERN AIRLINES, DC-9. Newsweek, v. 75, March 30, 1970, p. 23.
A routine flight from Newark to Boston resulted in a fatality on a U. S. air carrier. Upon landing at Boston (Logan) International Airport, the cockpit revealed a frightening sight. A fatally wounded co-pilot, an unconscious, wounded hijacker and a pilot who managed to save his plane and all 67 people on board although wounded in both arms and bleeding heavily. Reason for hijacking: suicide wish.
163. "SEEKING A DEFINITION FOR PIRACY IN THE AIR." ITA Bulletin, No. 13, March 30, 1970, p. 321-324.
Excerpts from an article by E. du Pontavice, appearing in issue 3 of Revue Generale de l'Air et de l'Espace, 1969.
Legal problems of "piracy in the air".
- I. True piracy in the air -- violent act committed by one aircraft against another aircraft for non-political reasons.
 - A. Illegal act of violence, detention or plunder committed for personal motives by crew or passengers of a private ship or aircraft against another ship or aircraft on the high seas; against a ship or aircraft not coming under the jurisdiction of any State.
 - II. Pseudo - piracy in the air can be any of three activities: Unlawful but non-aggressive use of private aircraft; terrorism, mutiny. Further discussion centers around Tokyo Convention and proposals by IATA and ICAO.
164. EXECUTIVE COMMITTEE DRAFTS NEW SECURITY ACTION PROGRAM. DRAFT IATA POSITION ON SECURITY IN CIVIL AIR TRANSPORT. IATA News Review, April 1970, p. 4-5.

165. ALPA SHOCKED BY BOSTON TRAGEDY...PRAISES PILOTS. URGES SWIFT JUSTICE. Air Line Pilot, vol. 39(4), April 1970, p. 24-25.
Brief description of hijacking incident, where co-pilot of an Eastern Air Carrier was killed in an aborted hijacking incident. Compilation of data collected from ALPA, FAA, and ATA is presented.
166. FLY ME TO PYONGYANG: JAPAN AIRLINES 727. Newsweek, v. 75, April 13, 1970, P. 40.
Nine revolutionary students identified as belonging to a group called the "Red Army" hijacked a Japan Air Lines 727 after take-off from Tokyo to Fukuoka. Destination of hijackers -- North Korea. Japanese and South Korean officials attempted to divert plane to Seoul. Passengers and hijackers were held on plane for 75 hours until officials and hijackers came to an agreement. The arrangement settled, the aircraft departed for Pyongyang, N. Korea with Yamamura and the nine hijackers aboard. 36 hours later the craft returned to Tokyo with all crew and Yamamura safely aboard.
167. HIJACK POLICY REFLECTS CONSERVATIVE VIEW (ACTION TAKEN AT IFALPA CONFERENCE ON HIJACKING AND SABOTAGE). Aviation Week and Space Technology, V. 92(15), April 13, 1970, p. 43.
Concerted effort within IFALPA for a more aggressive policy against aircraft hijacking and sabotage failed when the majority of the delegates backed a more conservative approach. The final vote was in favor of utilizing the resources of the United Nations and International Civil Aviation Organization.
168. T. Q. MATHIS SEIZED LA GUARDIA AIRPORT AFTER ELECTRONIC SURVEILLANCE DEVICE AT EASTERN BOARDING GATE REVEALED HE WAS CARRYING A LOADED REVOLVER. New York Times, April 17, 1970; 73:7.
169. GALLUP POLL REPORTS SAMPLE OF 1,551 U. S. ADULTS SHOWS 50 PER CENT FAVOR SENTENCES RANGING FROM 10 YEARS TO DEATH. New York Times, April 23, 1970; 26:4.
170. FAA GOAL: STOP INFLIGHT CRIME AT THE GATE. Air Line Pilot, vol. 39(5), May 1970, P. 18-20.
Dr. H. L. Reighard, Deputy Federal Air Surgeon describes the methods used in detecting hijackers. FAA Task Force on the Deterrence of Air Piracy was established in February 1969. The system developed by this group for detecting potential hijackers is two-fold. It relies on a behavioral characteristic profile and a weapons screening device. Data compiled indicates that only a few passengers out of all those

screened have had to be searched for weapons. The system is for the most part primarily a deterrent; therefore on-board protection must be fast, fool proof, controlled by crew; no downgrading of operations, no hazard to passengers or crew, and usable under a variety of circumstances. Much study is needed to perfect this system.

- *171. HOW THE AIRLINES HOPE TO STOP THE HIJACKERS. Popular Mechanics, v. 133, May 1970, p. 83-85.

172. EASTERN ACCELERATES ANTI-HIJACK PRE-BOARDING SCREENING PROGRAM. Aviation Week and Space Technology, v92(18) May 4, 1970. p. 34.

Eastern's broadened program includes:

- Large inventory of metal detectors.
- Use of personality profile for potential hijackers.
- Coordination of program with federal law officers.
- More Eastern personnel assigned to hijacking program.
- Employment of private detectives as an interim measure.
- Spot checks of passenger carry-on luggage.
- Increased efforts to publicize fate of hijackers.

173. U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION. News, 70-41, May 6, 1970.

Discussion of the progress of anti hijacking devices and their success in preventing hijackings. News conference held by John A. Volpe, Secretary of Transportation, and John W. Shaffer, FAA Administrator.

174. DELTA AIRLINES JET ON FLIGHT FROM CHICAGO TO MIAMI WITH 102 PASSENGERS ABOARD, HIJACKED AFTER LEAVING ATLANTA AIRPORT. New York Times, May 26, 1970; 66:2.

Hijacker identified as a woman armed with a revolver. She was accompanied by her 12-year old son.

175. HIJACKED JET LANDS HERE BEFORE FLYING TO HAVANA. New York Times, May 26, 1970; 66:1-2.

American Airlines flight from Chicago to New York hijacked halfway between the two points. Plane allowed to land at JFK Airport for refueling and debarkation of passengers. Plane then continued on to Havana.

176. "HIJACKED JET LANDS HERE BEFORE FLYING TO HAVANA." New York Times, May 26, 1970; 66:2.

Mexicana de Aviacion plane with 72 aboard on flight from Merida to Mexico City seized by a Latin American woman and three Americans described as "hippie types". They were armed with 2 hand guns and explosives.

177. "HIJACKERS TAKE 2 U. S. JETS AND ONE MEXICAN TO CUBA IN ONE DAY." Washington Post, 8:4. May 26, 1970.

3 hijackings to Cuba occur in one day!

Delta Airline hijacked enroute from Atlanta-Miami.

American Airline enroute from Chicago to New York.

Mexicana de Aviacion enroute from Merida to Mexico City.

178. A CONGRESSMAN SPEAKS: AIRLINE HIJACKING, A TIME FOR CAUTIOUS OPTIMISM. CONGRESSMAN JIM WRIGHT. Airways, v. 4(6). June, 1970, P. 20-25.

Congressman Wright discusses the problems involved in hijacking and solutions that have been suggested in order to bring the hijackings to an end.

- *179. DOCUMENTATION RELATED TO THE ASSEMBLY OF ICAO ASSEMBLY--SEVENTEENTH SESSION (EXTRAORDINARY) MONTREAL, 16-30 JUNE 1970.

Session called to discuss unlawful interference with international civil aviation.

Contents:

Report and Minutes

Minutes of the Plenary Meetings (Doc. 8893, A17-Min. P/1-7 \$1.75

Report of the Executive Committee (Doc. 8892, A17-Ex) .50

Report of Committee A (Doc. 8890, A17-Committee A) 1.00

Report of Committee B (Doc. 8891, A17-Committee B) .75

Resolutions

Resolutions adopted by the Assembly

Seventeenth Session (Extraordinary)

Doc. 8895; A17-RES 1.50

Source: International Civil Aviation Organization

(Attention: Distribution Officer) International

Aviation Building, 1080 University Street, Montreal,

101 Quebec, Canada.

180. ARIZONA MAN INDICTED IN HIJACKING OF PLANE. Washington Post, June 5, 1970, p. A-5.

Arthur G. Barkley, awaits trial in Alexandria, Virginia for the hijacking of a TWA jet aircraft. He is also charged with using a dangerous weapon to assault and intimidate the crew.

181. "DECISION TO SHOOT OUT TIRES SAVED OUR LIVES," PILOT SAYS.
Washington Post, June 5, 1970, P. A-10:1.
Captain Billy N. Williams, TWA Chief Pilot for international operations, commented that the TWA hijacking from Phoenix to Dulles was "hairier" than the last October 31st hijacking by AWOL Marine Raphael Minichiello. Captain Williams volunteered to pilot both flights.
182. A \$471 TAX GRIEVANCE LED HIJACKER TO DULLES. Washington Post, June 5, 1970, p. A16:4.
His irrational crusade against Hostess Cake Co., Local Teamsters Union, and the Supreme Court of the United States was a recognizable trait in Arthur G. Barkley's personality. This led to Barkley's hijacking of a TWA B727 and his demand for \$100 million dollar settlement for his grievances. Acquaintances and employers considered him an unpredictable person; however he had no apparent record of ever causing any trouble or owing any money.
183. JET HIJACKER, LURED BY RANSOM, CAPTURED IN CAPITAL. New York Times, June 5, 1970: 1:4, 38:2.
51 passengers are safe but pilot shot in scuffle.
184. MANY PASSENGERS UNAWARE PLANE WAS HIJACKED UNTIL FIRST LANDING. Washington Post, June 5, 1970, p. A1.
Most passengers enjoyed the impromptu cocktail party and seemed unaware of the drama taking place in the cockpit. There was no panic or hysteria among passengers when it became apparent to all that a hijacking was in the making.
185. PILOT IS SHOT AT DULLES AS F.B.I. SEIZES HIJACKER WHO DEMANDED \$100 MILLION. Washington Post, June 5, 1970, 1, 14:1.
Arthur G. Barkley, former bakery truck driver from Phoenix, Arizona, hijacked a TWA stretched 727 jet enroute from Phoenix to Washington, D. C. Barkley demanded a \$100 million ransom and when he discovered that the authorities at Dulles had only given him \$100,750 he ordered the plane to return to Dulles. The aircraft's tires were shot out by FAA police upon landing; and a short gun battle in which the hijacker was captured and the aircraft captain was wounded ended the drama.
186. "WE HAD TO GO IN AND GET HIM". Washington Post, June 5, 1970, p. 1; 12:1.
Swift decisions were necessary in deciding the outcome of the

hijacking of TWA flight #486. Arthur G. Barkley the hijacker showed signs of irrational and erratic behavior. Those symptoms plus statements that he made, convinced officials on the ground that Barkley was a possible suicide.

187. JURY CONVICTS JET HIJACKER. Washington Post, June 6, 1970. 1;5:1.

Federal jury convicted twenty-four year old man with a history of mental illness, for hijacking an Eastern airlines jet to Cuba. Lorenzo E. Ervin, Jr. faces a minimum of twenty years in prison.

188. NIXON IN PHONE CALL LABELS PILOT A "HERO". Washington Post, June 6, 1970. A1:5.

President Nixon congratulated pilot, Captain Dale C. Hupe, who was shot during the capture of Arthur G. Barkley. Barkley was captured after he attempted to hijack a TWA Boeing 727. Captain Hupe served with President Nixon on Guadalcanal during World War II.

189. POLICE DEER RIFLES FOIL JET HIJACKER. Washington Post, June 6, 1970. p. 1.

Deer rifles, normally used by FAA police for shooting animals that stray onto the runways at Dulles International Airport, were used to shoot out the tires on the TWA jet aircraft commandeered by hijacker Arthur G. Barkley. FBI agents captured Barkley after the second landing of the stretched 727 at Dulles.

190. POLICY WAS VIOLATED TO CAPTURE HIJACKER. Washington Post, June 6, 1970. A4.

The "hands off", free reign policy that has been used for handling hijackers was changed drastically in the case of Arthur G. Barkley. Top officials reach their decision to prevent the plane from taking off from Dulles International when it became apparent to them that they were dealing with a saboteur rather than a hijacker.

191. HIJACKING STILL A PROBLEM, BUT THERE IS PROGRESS. New York Times, June 7, 1970; E3:7.

The preventive systems installed by many air carriers have stopped a number of hijackings. The total number at this time last year was 22; this year it is five. Complete protection against would-be hijackers is however a long way off.

192. U. S. Federal Aviation Administration, Task Force on Deterrence of Air Piracy. HIJACK REFERENCE DATA. June 10, 1970.
Contains charts and briefing materials on hijacking and depicts trends and events affecting U. S. aviation. The Task Force began its investigation in February 1969; much of the material in this book relates to its activities. The anti-hijacking system was tested in the United States at nine major airports from April-October 1969. Actual operation began in October 1969, with the installation of equipment by Eastern Airlines (Forward by H. L. Reighard, M.D.; Deputy Federal Air Surgeon). Source: NTIS (N71-10236).
193. DEPARTMENT OF TRANSPORTATION. FEDERAL AVIATION ADMINISTRATION. News Release. 70-57. 15 June 1970.
Secretary of Transportation, John A. Volpe, announced four developments to improve protection against aircraft hijacking and sabotage.
- (1) FAA Task Force on the Deterrence of Air Piracy will be replaced by a separate office in FAA.
 - (2) Continental Airlines now employs the anti-hijacking system.
 - (3) New Orleans will become the first U. S. airport to be fully covered by the anti-hijacking system.
 - (4) Special tariffs are granted by CAB to permit searches of passengers and baggage.
194. THE \$100 MILLION SKYJACK. Time, 95, June 15, 1970, p. 25.
Arthur Gates Barkley, former bakery truck driver was captured during his attempt to hijack a TWA Boeing 727. FAA guards shot the tires out on the aircraft, and captured the hijacker after he returned to Dulles International Airport to collect the \$100 million ransom that he demanded.
195. STOPPING SKYJACKERS: DRIVE TO GET A BETTER U. S. SYSTEM. U. S. News and World Report, V. LXVIII (24) June 15, 1970, P. 31-32.
"Hijacking of an airliner on June 4, with a bizarre demand for ransom from the Government, adds to pressure for more steps to deal with this travel threat. A system for checking passengers looks promising and is being expanded."
(Author abstract).
196. FAA AIR PIRACY TEAM IS REPLACED BY OFFICE OF FULL TIME EXPERTS. Wall Street Journal, June 16, 1970, p. 7.
Several changes are to be made in the FAA concerning the problem of hijackers. An office is to be established to replace the FAA Air Piracy Team.

197. **AN AVIATION EMERGENCY.** New York Times, June 21, 1970; E16:2.
Strong measures must be taken by ICAO, now holding an emergency session in Montreal, Canada. Reluctance of airline officials to take a strong stand has impeded efforts by the air pilots who urge strong measures. A definite hard line must be adopted by ICAO in order to bring recalcitrant nations into line.
- *198. **WHY NOT FRISK.** Nation, #210, June 22, 1970, P. 741.
The Arthur G. Barkley hijacking attempt revealed a new threat to the air industry. Hijacking as a form of suicide. Emphasis on search of passengers and hand luggage is strongly suggested.
199. **"HIJACKER FORCES U. S. PLANE TO CAIRO".** Washington Post, June 23, 1970, p. A-15.
An Albanian, Haxh Hasan Xysert, hijacked a Pan American jet liner forcing it to land in Cairo. The hijacker announced his reason for the hijacking was his "enmity for the American imperialist policy". It is not clear whether he is an Albanian citizen or an American citizen of Albanian extraction.
200. **Forsberg, O. IFALPA POSITION REPORT ON HIJACKING.** Air Line Pilot, v. 39(7) July 1970, p. 42-46.
IFALPA position stated by O. Forsberg, President IFALPA:
Against security guards on board aircraft.
Review security measures at major airports.
Use of news media to obtain support of public against air piracy.
If Security Conference and Diplomatic conference fail to produce satisfactory results, the pilot association will fall back to their "role of social force."
201. **TWO HIJACKINGS.** Washington Post, July 2, 1970, p. A28.
Of the 2 hijackings yesterday, one was successful, while the other failed. National Airlines was diverted to Cuba during its flight from New Orleans to Miami.

Brazilian Airline was stopped when police shot out the tires of the aircraft as it sat on the runway of Rio de Janeiro Airport. For 4½ hours the plane was besieged by Air Force troops. Finally tear gas was used to drive passengers as well as hijackers from the aircraft. Four persons were arrested.

202. **AIRLINES DEMAND STIFFER PENALTIES.** Aviation Week and Space Technology, v.93 (1) July 6, 1970. p. 32.
Disparity of laws, lack of extradition authority, and abuse of political asylum practices have favored hijackers, rather than punished them. Discussion of various sentences already imposed on some hijackers.
203. **AIRCRAFT HIJACKING, A STATUS REPORT.** Air Line Pilot, v. 39 (8) Aug. 1970, p. 26, 38-39.
One of the best deterrents seems to be stiff penalties. So far 6 hijackers have been tried and sentenced, and six more indicted. Of those already tried, two were committed to mental institutions, and four were sentenced to prison with terms ranging from 2 years to life. An ICAO conference was held in Montreal in June 1970 in which 300 delegates from 91 countries participated. The delegates vote against applying sanctions to those countries not meeting the standards set by ICAO. This would indicate that many nations still do not realize the gravity of the situation.
204. **EXTRAORDINARY ASSEMBLY SESSION ON UNLAWFUL INTERFERENCE RECOMMENDS STRONG MEASURES.** ICAO Bulletin, v. 25(8) August 1970, p. 12-15.
Summary of minutes of the 17th Session of the ICAO Assembly, held in Montreal, June 16-30, 1970.
205. **FEAR OF HIJACKING GROUNDS JET.** Washington Post, August 11, 1970, p. A3.
Eastern Airlines landed at Dulles Airport after passenger, Angel (Jerry) Davila of New York City, was overheard making remarks about Cuba and possible landings there. FBI Agents escorted Davila from the plane; questioning and searching led to discovery of marijuana but no charges of suspected hijacking were pressed.
206. **MEDALS GIVEN FOR FOILING HIJACK ATTEMPT.** Washington Post, August 13, 1970, p. A-7.
U. S. Air Force presented five crew members of a C-141 Starlifter transport with the Airman's Medal for heroism for preventing the hijacking attempt made by Army Private George W. Hardin. That attempt took place about 20 miles northeast of Saigon.

207. **HIJACKER ORDERS JET TO HAVANA.** Washington Post, August 25, 1970, p. A3.
Trans World Airlines flight changed course for Cuba when hijacker threatened the craft and its passengers with a bomb, he said was being carried by a fellow hijacker seated back in the passenger section.
208. **POLISH AIR HIJACKER; 10 OTHERS HURT AS BOMB EXPLODES ACCIDENTALLY.** Washington Post, August 28, 1970, p. A-13.
Polish Airline passengers and a would-be hijacker were injured when the hijacker accidentally triggered an explosive device while attempting to divert the international flight to Vienna.
209. **AIRLINES ASK TOUGH HIJACKING LAWS.** Washington Post, September 8, 1970, p. A15:1.
The International Air Transport Association (IATA), an organization of 104 of the world's airlines, called for tough legislation against hijackers. Knut Hamarskjold, cabled Egyptian and Jordanian leaders urging action against the guerrilla factions. International Federation of Airline Pilots Association appealed for a boycott of all countries harboring hijackers.
210. **DENMARK REFUSES TO EXTRADITE HIJACKER.** Washington Post, September 8, 1970, p. A-14.
Denmark will not extradite Zbigniew Iwanicki a 28-year old Pole who commandeered a Polish Airline's plane and forced the pilot to land at Copenhagen Kastrup International Airport. The decision on this case will set a precedent in the case of a 19-year old Pole who last month hijacked a craft to fly to the Danish Baltic island of Marholm.
211. **GUERRILLAS HOLD 200 ON JETS, ASK PRISONER SWAPS.** Washington Post, Sept. 8, 1970, p. A-1.
Germany and Swiss governments have agreed to release Palestinian guerrillas in exchange for the German and Swiss passengers aboard the two hijacked aircraft. The countries have 72 hours to meet the demands of the guerrilla forces before both planes complete with passengers will be blown up in the desert.
212. **"JETS DOMINATE SITE IN DESERT STANDOFF".** Washington Post, September 8, 1970, P. A-1.
A TWA and a Swiss Air Jet Liner sit together in the blazing sun of the Jordanian desert near Khanna. On-lookers remain helpless to aid the captive passengers who are cooped up in the aircraft. The next move is up to the guerrillas.

213. OCCUPANTS CITE FRIGHT SCENES ON JUMBO JET. Washington Post, September 8, 1970, p. A-14.

Pan American Boeing 747 was blown up on the runway of the Cairo airport. The seizure of the craft was accomplished shortly after the jumbo jet left Amsterdam on a flight to New York City. Passengers and crew were given eight minutes to clear the plane before the charges exploded. The actual explosion came 3 minutes after the hijackers demanded evacuation of the aircraft. The big question is why destroy a 24 million dollar aircraft?

214. U. S. ASKS JORDAN TO USE RESTRAINT. Washington Post, September 8, 1970, p. A-1.

The United States is contemplating the exchange value of an aircraft and its passengers. Jordanian troops have been asked not to rush the planes for fear that the planes that are loaded with explosives might be detonated by the guerrillas.

215. DETERRING AERIAL HIJACKING. Washington Post, September 9, 1970, p. A15.

David Hoffman, Editorial. There has been very little done in the prevention department to eliminate hijackings. Systems have been developed, a "magnetometer" detection device; and a personality profile. To date only four U.S. air carriers are using the metal detecting device. No government has yet considered the problem serious enough to invest funds for placement of detection devices in all airports. ICAO has put off any definite proposals until their meetings in the Hague in December. Those factions most involved with hijackings do not come under the jurisdiction of ICAO.

216. FIFTEEN AMERICANS STILL ABOARD CAPTIVE JETS. Washington Post, September 9, 1970, p. A-1, 12.

State Department estimates about 95 Americans are being held hostage by the PFLP. Diplomatic efforts are focused to prevention of any diverse response to PFLP demands by the nations involved. Arab diplomats say they can understand the motivation behind the hijackings but cannot condone them. Some bilateral treaties must be decided upon in the near future.

217. FIVE NATIONS SEEK WAY OF FREEING ARAB HOSTAGES. Washington Post, Sept. 9, 1970, P. A-1, 10.

The International Red Cross, acting as a go-between for the Popular Front for the Liberation of Palestine, hopes to obtain the freedom of approximately 300 people being held on a Jordanian desert. The Front has given 72 hours for the nations affected to release a certain number of rebels they are holding prisoner in return for the passengers.

218. HIJACKS PROMPT SECURITY MEASURES. Washington Post, Sept. 9, 1970, p. A12.

New security steps have been taken at Europe's major European airports. Long delays have occurred because of bomb scares and personal searches.

219. MORE SECURITY; RISE IN INSURANCE RATES SEEN FOR AIRLINES IN WAKE OF ARAB HIJACKINGS. Wall Street Journal, September 9, 1970, p. 4:2.

220. PLANE HOSTAGES EXERCISE IN DESERT. Washington Post, Sept. 9, 1970, p. A-1, 11.

Blarey eyed passengers were allowed to walk outside of the hijacked T.W.A. Airliner that has been their home since Sunday, Sept. 6th. Guerrilla leaders deny any passengers have been singled out and treated poorly. Passengers and crew however state all Jewish passengers regardless of nationality are being held aboard the aircraft. Despite the intense heat and poor sanitary conditions, most passengers are holding up well.

221. DULLES INTENSIFIES SEARCHES FOR ARMS. Washington Post, Sept. 10, 1970, p. B-1, 4.

All passengers leaving from Dulles International Airport, are subject to a search by "Frisker" the baton shaped metal detecting device. The "profile" written by FAA is also used to scan passengers for possible hijackers.

222. GUERRILLAS LIFT DEADLINE ON HOSTAGES. Washington Post, September 10, 1970, p. A-1, 12.

Three planes now await the world's decision as to their fate and that of their combined 300 passengers and crew. Delicate negotiations for release of the hostages are being carried out by Andre Rochat of the International Red Cross. The tension increased as news escaped that the guerrillas are singling out Jewish-Americans and Israeli passengers for punitive treatment.

223. LLOYDS OF LONDON TO DROP INSURANCE OF WORLD AIRLINES; COVERAGE FOR PLANES WILL BE CANCELLED SEPTEMBER 15th; PACTS NOW BEING RENEGOTIATED: ARAB HIJACKINGS AT ISSUE. Wall Street Journal, September 10, 1970, p. 3:1.
224. U. N. COUNCIL ASKS HOSTAGES' RELEASE. Washington Post, Sept. 10, 1970, p. A-4.
Security Council of the U. N. appealed for the immediate release of hostages being held by guerrilla forces in the Jordanian desert. It is not expected that the situation will be changed by the statement. Arab governments, however, may refuse to offer refuge to guerrilla forces.
225. U. S. IS PREPARED TO AIRLIFT HOSTAGES. Washington Post, September 10, 1970, p. A-1, 15.
Six Air Force C-130 transports wait in southern Turkey for word to evacuate airline passengers being held on the Jordanian desert. Meetings are being held at the White House and the Federal Aviation Administration. New security measures are planned, such as armed guards aboard aircraft and increased security checks.
226. WHISKEY AND SOFT DRINKS IMPROVE HOSTAGES' LOT. Washington Post, Sept. 10, 1970, p. A-14.
Atmosphere at Khanna, Jordan improved for the passengers of the three hijacked aircraft. Swiss-Air, TWA, and the latest arrival BOAC. Whiskey and soft drinks, mobile air conditioners, and medical aid have been provided.
227. ALL THE HOSTAGES MUST BE QUICKLY FREED. Washington Post, September 11, 1970, p. A-26. Editorial.
Stronger measures against the Palestinian guerrillas and their supporters should be taken. Suspension of service to countries condoning air piracy should be enforced. U. S. should make it clear to Jordan that they expect some action to be taken against the hijackers as soon as the hostages are released.
228. ISRAEL'S CABINET DEMANDS RELEASE OF ALL PASSENGERS. Washington Post, September 11, 1970, p. A-18.
Premier Golda Meir criticizes U. N. Secretary General U Thant and the rest of world for not responding to hijackings when the first incident occurred. Now all nations must pay ransom by liberating criminals.

229. TO PUT GUARDS ON SOME AIRLINERS. Washington Post, September 11, 1970, p. 1.
President Nixon announced that armed guards would be placed aboard a number of American international airline flights. Eventually a force of thousands will be trained to cover all international and domestic flights susceptible to hijacking.
230. HIJACKS CREATE GRAVE MIDEAST CRISIS. New York Times, September 13, 1970; Section 4:1.
Seizure of three jet liners, BOAC, TWA, and SWISS AIR plus the destruction of a Pan American 747 has fulfilled the strong desire of the guerrillas of the Liberation Front; namely to focus world attention on the Palestinian refugees and their desire to reclaim land in Palestine. Despite criticism from Arab and Western nations, the Front refuses to release the 50 odd hostages taken from the passengers of the hijacked aircraft until the Palestinian prisoners being held in various Western nations' prisons are released.
231. WHAT CAN BE DONE TO PREVENT HIJACKS. New York Times, September 13, 1970; Section 4:1, 2.
Preventive measures planned to stop skyjacking are three-fold.
1. Armed guards on all international and some Caribbean flights who will be experts in art of disarming hijackers.
2. Improved metal detection devices that will locate all metal objects and signify their importance.
3. A boycott on all nations refusing to punish or extradite hijackers.
232. EBAN PROPOSES DRIVE AGAINST AIR PIRACY. Washington Post, September 15, 1970; P. A-18.
Israeli Foreign Minister Abba Eban called for an international law to combat air piracy. The "Eban Plan", calls for stiff measures against any country that harbors hijackers or hijacked aircraft.
233. GERMANS HOLD FOUR HIJACKERS. Washington Post, September 15, 1970, p. A-10.
Four Hungarians hijacked a Romanian Jetliner and forced it to land in Munich, Germany. One East German passenger as well as the four hijackers requested political asylum. Their case is pending.

234. GUERRILLA HIJACKER WAS AN AMERICAN. Washington Post, September 15, 1970, p. A-18.
The man slain aboard an El Al Jetliner during an attempted hijacking was identified as Patrick Joseph Arguello, 27, an American. Arguello had lived in Nicaragua since the age of 10.
235. NEW HIJACK TRIBUNAL PROPOSED BY U THANT. Washington Post, September 15, 1970, p. A-18.
Secretary General U Thant proposed that crimes of hijacking be brought before a special new international tribunal. U Thant's proposal includes the extradition of all hijackers, and no detention of passengers in transit under any pretext.
236. PERSONALITIES, PRIDE ENTER HOSTAGE TALKS. Washington Post, September 15, 1970, p. A-16.
Snags have developed in the negotiations for the release of the hostages. The Front has lost much of its confidence in the International Red Cross as a result of rumors that affect both sides and a personality conflict with the Red Cross chief negotiator, Andre Rochat.
237. U. S. HOSTAGES TREATED AS ISRAELIS. Washington Post, September 15, 1970, p. 1, 16.
Israeli - American hostages will be held until all guerrilla demands are met. The Popular Front considers all Jewish passengers as Israeli despite the obvious evidence that they are American Citizens. The breakup of the coalition of nations negotiating for release of its citizens is a cause of worry to the U. S. State Department. Of the five nations involved, the United States is the only one not holding any Arab terrorist prisoners. Consequently it must obtain the release of its own citizens by forcing Israel to meet the Front's demands to free up to 600 guerrillas being held in Israel.
238. DULLES ANTI HIJACK EFFORTS DON'T REASSURE TRAVELERS. Washington Post, September 16, 1970, p. A-10.
Luggage handling at Dulles was cursory in spite of repeated hijackings and tightened restrictions.
239. GUERRILLAS DETAIL DEMANDS FOR RELEASE OF AMERICANS. Washington Post, September 16, 1970, p. A-10.
The hostages being held in Jordan are receiving good treatment. This message was relayed by the Palestinian Front, as discussions continue for the release of the 54 persons being held. The Popular Front hopes for a break-up of the five nations

involved which would lead to wider negotiations for the guerrillas.

240. JET HIJACKER SHOT BY BRINKS GUARD. Washington Post, September 16, 1970, P. 1.
Robert De Nisco, an armed Brinks' courier shot Donald Bruce Irwin, during his attempt to hijack a TWA jet to North Korea. Irwin was described as having a long history of psychiatric illness.
241. PASSENGERS APPROVE EUROPEAN MEASURES. Washington Post, September 16, 1970, p. A-10.
Passengers seem undisturbed by slow-down in flight departure due to stringent search procedures.
242. \$28 MILLION IS SOUGHT FOR AIRLINER GUARDS. Washington Post, September 16, 1970, p. 16.
The White House has requested Congress for an extra \$28 million for the recruiting and training of security guards to ride commercial aircraft.
243. U. S. HOSTAGES INCLUDE RABBIS, BUSINESSMEN. Washington Post, September 16, 1970, P. A-10.
Among the hostages held by the Palestinian rebels are three college girls, a teenager, four rabbis, a rabbinical student, various businessmen, and a young Italian-American Catholic. None of the families would comment on the situation.
244. AIRCRAFT HIJACKING. Hearings before the Committee on Foreign Affairs House of Representatives, 91st. Congress, 2nd Session, on Resolutions referred to the committee on Foreign Affairs concerning aircraft hijacking and related matters. September 17, 22, 23, 1970. U. S. Government Printing Office, Washington, D. C., 1970.
245. AIRLINE HIJACKING INSURANCE 'WILL GO UP ALMOST CERTAINLY' BUT 'HIJACKING WILL REMAIN AN INSURABLE RISK'. Harry S. Vence. Chairman of Lloyd's of London. Wall Street Journal, September 17, 1970, p. 10:2.
246. ALLEGHENY JET IS HIJACKED TO HAVANA. Washington Post, September 20, 1970.
Allegheny jet liner returned to Pittsburgh after flying a hijacker to Cuba. No attempts were made to disarm the unidentified man because of the threat it imposed on one of the stewardesses.

247. ASIANS SEEK U. N. ACTION ON HIJACKS. Washington Post, September 20, 1970, p. A-20.
A nine nation Asian group has submitted a item for addition in the United Nations General Assembly Agenda. The item will deal with aerial hijacking and the interference with civil air travel.
248. MOSCOW AMBIGUOUS IN REACTION TO THE HIJACKINGS. New York Times, September 20, 1970, P. 2-E.
Soviet news ran the story of the 3 hijackings four days after the planes were forced to land in the Jordanian desert. The propaganda reported that while Russia did not condone hijacking (a death penalty in the USSR), Israel was the nation at fault in the current incident. Reason was given as an extremist Act Committed by a desperate people.
249. ANTI HIJACKING PROPOSALS PROLIFERATE. Aviation Week and Space Technology, v. 93(12) September 21, 1970, P. 26-27.
World tension mounts following destruction of four jet transports and the reluctant release of 300 passenger hostages. International cooperation is urged by airlines and aviation experts.
250. ARMED COURIER THWARTS TWA HIJACK ATTEMPT. Aviation Week and Space Technology, v. 93(12) September 21, 1970, p. 30.
Shooting of a would be hijacker in the wake of the Jordanian kidnappings was a further stroke in overcoming basic airline opposition to armed guards aboard flights.
251. THE HIJACK WAR, Newsweek. v. LXXVI(12), September 21, 1970, p. 20-29. Contents.
Sky piracy the new weapon and its significance with two pages of color photos. A week of horror, how it all happened. Palestinians and their leaders. One defense: armed guards on jets.
252. "PIRATES IN THE SKY". Time. v. 96(12) September 21, 1970.
The September 21, 1970 issue of Time magazine devotes its cover story and feature article to hijacking entitled, "The U. S. and the Skyjacks: Where power is vulnerable", and "Drama on the desert: The week of the hostages."

253. PREVENTION OF HIJACKING SWITCHES FROM PASSIVE TO ACTIVE MEASURES. Aviation Week and Space Technology, v. 93(12), September 21, 1970, p. 29-30.
Significant changes in the anti hijacking program have occurred: Introduction of armed federal guards aboard U. S. airlines for domestic and international flights; increased preboard screening devices; establishment of the Office of Air Transportation Security with broad authority to deal with aircraft sabotage and theft problems.
254. NIXON NAMES GENERAL DAVIS TO HEAD AIR MARSHALS. Washington Post, September 22, 1970, p. 1, 8.
Lt. General Davis will direct the government's program to thwart airline hijacking. He will make policy decisions on training techniques, and coordinate with all agencies involved in airline security. CAB and the airline industry oppose the administration's plan to increase the airline ticket tax from 8 to 8½% on domestic flights and \$3 to \$5 for international flights.
255. LAST SIX HIJACK HOSTAGES FREED; IN HANDS OF RED CROSS IN AMMAN. Washington Post, September 30, 1970.
The last six hostages, held from the hijacking of 3 jet liners, were released to the International Red Cross. This action should pave the way for the release of seven guerrillas being held by Great Britain, Switzerland and West Germany.
256. LLOYD'S OF LONDON AND THE UNITED STATES MAY DELAY HIJACKING PAYMENTS; OBSCURE WORKING IN PAN AMERICAN, TWA POLICIES COULD SLOW SETTLEMENTS OF \$33 MILLION. Wall Street Journal, September 30, 1970, p. 27:2.
257. PAWNS OF THE WAR, AIRLINE PASSENGERS, CREWS AND AIRCRAFT. Airline Pilot, v. 39(10) October 1970, p. 20-21.
Pictorial view of some of incidents and people involved in the Popular Front hijacking of three international air carriers.
258. AIRLINE UNIONS AGREE TO BOYCOTT NATIONS THAT HARBOR HIJACKERS. Aviation Daily, v. 191(24), October 5, 1970, p. 188.
The International Transport Workers Federation (ITF) agreed to prevent air travel to any nation that harbors hijackers or saboteurs. Also quarantine any nation that refuses to implement airport security procedures or to ratify a treaty providing for swift punishment of criminals. General Secretary Charles Blyth announced that affiliated airline unions would refuse to handle airliners destined for any uncooperative

country and refuse to service that nation's flag airlines.

259. ICAO ADOPTS ANTI HIJACK RESOLUTION, GUARD TRAINING BEGINS. Aviation Daily, v. 191(24) 1970, October 5, 1970, p. 187. International Civil Aviation Organization adopted the U. S. resolution allowing nations to act jointly to suppress "international blackmail" hijackings. This action could take the form of refusing all air transportation service to that nation.
260. STIFFER MEASURES REJECTED IN NIXON HIJACKING PLAN. Aviation Week and Space Technology. V. 93(14), October 5, 1970, P. 30. Proponents of a hard line course against hijackers were disappointed in the plan adopted by the Nixon Administration. Among some rejected proposals were (1) legislation that would prevent any hijacker from entering the country on a hijacked aircraft. The flag nation of the aircraft would have the responsibility of and authority over the hijacker. (2) Any nation that releases or permits a hijacked aircraft to continue on its course would have its air commerce cut off. Those opposed to strong measures feared that the spirit of bilateral air transport agreements would be contradicted, and the negotiations planned by ICAO would be disrupted.
261. ITALIANS SENTENCE HIJACKER MINICHIELLO TO 7½ YEARS IN JAIL. Washington Post, November 12, 1970, p. A-29. An Italian court sentenced Raffaele Minichiello to seven years, six months for the hijacking of United States air carrier to Rome, Italy. The Italians rejected extradition because the sentence for air piracy in the United States is death.
262. HIJACK DEFENDANT PLEADS INNOCENT. Washington Post, November 17, 1970, P. C-1. Arthur G. Barkley accused of hijacking a jetliner from Dulles Airport and demanding \$100 million ransom pleaded innocent in U. S. District Court to a charge of sky piracy. Psychiatric diagnosis confirmed the man as mentally ill.
263. U. S. Department of Transportation, Federal Aviation Administration, Office of Aviation Medicine, MASTER LIST OF ALL HIJACKING ATTEMPTS, WORLD WIDE, AIR CARRIER, AND GENERAL AVIATION. Updated periodically. List based on comprehensive survey of hijacking events from files of the FAA, State Department, International Air Transport Association, newspaper and periodical files. It does not include military aircraft.

264. HIJACKING CONVENTION. Interavia, V. XXVI, 2/1971, P. 112.
A short description of the meeting held at the Hague on December 16, 1970 by the 74 member states of the International Civil Aviation Organization. Convention was designed to close loopholes in the existing laws against air piracy. The draft convention will be presented to a Diplomatic Conference in September 1971, for international adoption.
265. Coppel, Alfred. BETWEEN THE THUNDER AND THE SUN. Harcourt, Brace Jovanovich, 1971. \$6.95.
Fear and panic vie with courage when a half-crazed hijacker orders the plane to Cuba. The route designated will take the craft into the path of a brewing hurricane.
266. Hubbard, David G. THE SKYJACKER; HIS FLIGHTS OF FANCY. MacMillan, 1971.
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